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THE LARGEST CIRCULATION IN SOUTH CHINA.

# Hongkong Sunday Herald.

HONG KONG. SUNDAY, JULY 28, 1929.

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## FOURTH TEST

### ENGLAND'S WEAKNESS NOW CHRONIC

### VULNERABLE AT START

Woolley Repeats Success of Previous Game

### TEA TIME SCORE 317 RUNS FOR FOUR WICKETS

Vulnerable weaknesses by England's opening batsmen in Test Matches against South Africa this season have become chronic. The same story was re-told yesterday but, as on previous occasions, somebody came along to turn the tide. After the first pair had disappointed the crowd at Manchester, Wyatt and Woolley obtained the mastery over the visitors' attack. The Warwickshire amateur held his own while the left-handed professional from Kent lammed the bowler as he had done a fortnight ago at Leeds. Score at lunch interval and teams:

England—1st innings	
H. Sutcliffe, b Morkel	9
E. H. Bowley, b Bell	13
R. E. S. Wyatt, not out	24
F. E. Woolley, not out	69
Extras	15
Total (for 2 wickets)	130

ENGLAND XI	
A. W. Carr (Notts) captain.	H. G. Deane (Transvaal), captain,
R. E. S. Wyatt (Warwick).	I. J. Siedle (Natal),
H. Sutcliffe (Yorkshire),	R. H. Catterall (Orange Free State),
E. H. Bowley (Sussex),	B. Mitchell (Transvaal).
F. E. Woolley (Kent),	H. W. Taylor (Transvaal),
M. Leyland (Yorkshire),	D. P. Morkel (Western Province).
A. P. Freeman (Kent),	H. B. Cameron (Transvaal),
G. Duckworth (Lancashire),	H. G. Owen-Smith (Western Province).
G. Geary (Leicester),	N. A. Quinn (Grighualand West).
F. Barratt (Notts),	C. L. Vincent (Transvaal),
E. Hendren (Middlesex),	A. J. Bell (Western Province).
12th man: A. Sandham (Surrey).	12th man: E. L. Dalton (Natal).

### WYATT'S UNUSUAL ROLE

ENGLAND'S SCORE AT THE TEA INTERVAL WAS 317 RUNS FOR FOUR WICKETS.—Reuter.

Including "Patsy" Hendren, who had been set down as 12th man, the England selectors sent 13 men to Old Trafford. Tate and Hammond, casualties, had to be left out of the original XI. Their places were taken by Barratt (the Notts fast bowler and, therefore, colleague of Larwood—who strained himself in the Third Test—and also, a big strapping hitter) and Hendren. Sandham enjoyed the doubtful distinction of being 12th man. Goddard, the Gloucester bowler, who held that "honour" in the preceding game, was left in the pavilion once more.

There were, accordingly, four changes as compared with the Third Test, the absentees being J. C. White (skipper in the first three), Hammond, Tate and Larwood. The newcomers were Carr (who led England against the Australians before the advent of Chapman in 1926), a grand hitter; Wyatt, an all-rounder; Geary, who bowled well in Australia and helped to retain the "Ashes"; and Barratt.

Deane Wrong Again

The South Africans had two changes. H. W. Taylor, who is the only member of the team to have toured England twice before (he was captain the last time) and has scored more than one Test century, returned to play after being absent from two games, having been one of several casualties. Cameron, the first-line wicket-keeper, displaced Van der Merwe (his understudy). And Bell was preferred to MacMillan for the 11th place.

Six thousand people were present to see Carr spin the coin and Deane call wrong for the third time (he won the toss in the Third Test, the only match England won, the other two having been drawn). The weather was fine and the wicket in perfect condition, says Reuter.

"Extras" Early

Sutcliffe and Bowley were cheered when they went out to bat. Morkel, the right-arm medium pace bowler who has taken the most Test wickets on either side this season,

### R.N. GUN EXPLOSION

H.M.S. "Devonshire"—16 Deaths Now

### WHOLE TURRET BLOWN AWAY

All Casualties in Royal Marines Detachment

London, Yesterday.

Hitherto only very bare facts of the H.M.S. "Devonshire" explosion are available.

After the explosion, "Devonshire" steamed to Volo to transfer those injured to a hospital ship.

It is stated that the explosion blew away whole of a gun turret, which, apparently, was one of those allocated to the Royal Marine detachment on board. All those killed were Marines.—Reuter.

[The Admiralty announced that 17 persons were injured through a serious gun accident on board H.M.S. "Devonshire" (one of the new "Washington" cruisers) during firing practice in the eastern Mediterranean. A report from Malta said that the accident was due to the blowing out of a new six-inch gun.]

### Death-Roll Increases

Malta, Yesterday.

The "Devonshire" death-roll has now reached 16.—Reuter.

[The number killed outright was given originally as six.]

### Things That Matter

To-day's Diary

Ninth Sunday after Trinity. Queen's Theatre—"B a b y Cyclone."

Star Theatre—"Beverley of Granstar."

World Theatre—"The Circus," 5.15 p.m. and 9.20 p.m.; "Remorse" (Chinese picture), 2.30 p.m. and 7.15 p.m.

Majestic Theatre—"Love's Greatest Mistake."

May Sheung E. Derry School Exhibition of Work, St. George's School, noon and 9 p.m.

Sailors' and Soldiers' Home Service Men's Bible Class, 3 p.m.; Social Hour, 8.15 p.m.

Repulse Bay Hotel Tea Dance, 4.30 p.m.

Lighting-up Time. — 7.06 p.m.

Tides.—High, 2.06 a.m. and 1.20 p.m.; Low, 6.54 a.m. and 8.19 p.m.

Home Mails

Inward (via Negapatam)—

"Agra" to-day.

Weather Forecast

At 5.40 p.m. yesterday the Royal Observatory reported:

"Pressure remains highest in the vicinity of the Bonins."

The typhoon at 2 p.m. was near the north end of Hainan Island (to the south-west of Hong Kong) "moving W.N.W."

The local forecast issued was:—"S.E. winds, fresh to moderate; cloudy, occasional rain."

The Dollar

Yesterday's closing rate for the dollar on demand was 1/1-5/16.

STAR FERRY WHARF

Motor-Cycle Parking

Regulations

SHELTER ON KOWLOON SIDE

Effective from yesterday, a new regulation for the parking of motor-cycles at the "Star" Ferry wharf on the Kowloon side has been introduced by the Police Traffic Department, by order of the Captain Superintendent of Police.

Under the new regulation, no motor vehicles of any description will be allowed to park under the shelter of the ferry wharf structure.

Instead, alternative accommodation has been provided by placing one section of the ricksha shelter at the disposal of motorcycle owners. This is the end of the shelter nearest to the motor bus terminus.

Line to Follow

A regulation in connection with the new parking place is for motor-cycles approaching the ferry to follow the line of motor bus traffic, until the shelter is reached, when the cycles are to turn straight in, so that there is no dislocation.

Openings have been made in the shelter at measured intervals which facilitate the moving out of any particular machine.

It is understood that the space under the ferry wharf shelter which has been cleared will not be used for parking vehicles of any description, but will be reserved for ferry passengers, to provide shelter for them whilst waiting for buses.

Two Carriers Punished

KOWLOON INCIDENT

A young Chinese who had the audacity to snatch a hand bag from a Chinese woman as she was alighting from a bus at Pakhoi-road, received his just deserts yesterday morning when he was brought before Mr. T. S. Whyte Smith at the Kowloon Magistracy.

According to Inspector Marks, the complainant had \$18.78 in her bag.

She was coming down from a bus in Pakhoi-road when the defendant walked up to her from behind and snatched her hand bag.

She raised the alarm and a Chinese detective gave chase. Defendant eventually ran into the open arms of an Indian constable.

His Worship sentenced the defendant to six months' hard labour and ordered him to receive 15 strokes of the birch, adding that if he was found unfit by the Medical Officer to undergo corporal punishment, he would have to serve an additional two months in gaol.

ILLICIT OPIUM

Two Carriers Punished

SPECIAL POCKETS

Two Chinese were dealt with by the Kowloon Magistrate yesterday morning for carrying illicit opium.

The first man was charged with the unlawful possession of 30 taels of prepared non-narcotic opium and he was fined \$5,000 or in default to one year's imprisonment.

The second man was arrested as he was coming off a train from Canton.

He was wearing a jacket in which special pockets were made for the "dope." He had 30 taels of raw illicit opium and the fine imposed was \$5,400 or in default to nine months' hard labour.

SEE WINDOWS FOR OTHER BARGAINS

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Surplus ..... \$14,000,000  
Share Liability of Proprietors ..... \$30,000,000

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KAN TONG PO,  
Chief Manager

Hong Kong, 21st March, 1929.

MISS BENJAMIN & POTTER'S  
weekly share market report states:

The activity mentioned in last  
week's report has continued, and with  
the exception of a few stocks, which  
have been affected by the approach-  
ing Settlement, the market has ruled  
firmly.

Banks—Hong Kong and Shanghai  
Banks seem through from London  
to-day at \$1,205.

Maeus—Bank and Fire Insurances  
Premiums can be placed at \$226 after  
sales at \$205. Underwriters are wanted  
at \$210. Underwriters are to be  
had at \$212. Customs are firm at \$630  
and Hong Kong Fire at \$770.

Shipping Preferred Indos are  
slightly lower with buyers at \$175.  
Shell Transport's "Registered" were  
placed at \$210. Hong Kong, Canton  
and Macao Steamboats are enquired  
at \$214. Waterboats are offering  
at \$222.

Docks, Wharves, Godowns &c.  
H.K. & K. Wharves ..... \$127 b  
H.K. & W. Docks ..... \$32½ b  
China Providents ..... \$430 b  
Hongkew ..... T168 b  
New Engineering ..... T7 b  
Shanghai Docks T138 b div. Cum  
Return of Capital  
Cotton Mills

Ewo Cottons ..... T14½ b 14.70 s  
Oriental Cottons ..... T2.30 b  
Shanghai Cottons (old) ..... T7½ b  
Shanghai Cottons (new) ..... T43½ b

Lands, Hotels & Buildings

H.K. & S. Hotels ..... \$8.36 b & sa  
H.K. Lands ..... \$61½ b 62 s  
Shanghai Lands ..... T.147 b  
Humphreys' Estates ..... T13.40 b  
H.K. Realities ..... \$8.15 b  
H.K. Territories ..... —  
Prince's Buildings ..... —

Public Utilities

H.K. Tramways ..... \$18¾ b 18.80 s  
Bank Trams (old) ..... \$11.80 n  
Peak Trams (new) ..... \$6.05 n  
Star Ferries ..... \$64½ n

China Lights (comb.) ..... —  
China Lights (old) ..... \$13.10 s  
[13/13.10 sa]

China Light (new) ..... \$13 n

China Lights 1928 issue ..... —

H.K. Electric (old) ..... \$55.60 b  
[55% sa]

H.K. Electric (new) ..... —

Marco Electrica ..... \$26¾ n

H.K. Telephones ..... \$7 n

China Bases ..... T14½ b

Singapore Traction ..... 11/- s

Singapore Pref. ..... 20/- b

Singapore ..... 22½ b

Industrial

China Sugars ..... .95 cts. b

Malabon Sugars ..... \$27 n

Bank Ices ..... \$2.10 b

Cements (comb.) ..... \$9.10 b & sa

Cements (old) ..... \$7.70 b

Cements (new) ..... \$1.40 b

H.K. Ropes (old) ..... \$7 s

H.K. Ropes (new) ..... —

United Asbestos ..... \$5 b

Stores, &c.

Dairy Farms ..... \$19¾ b

Watsons ..... \$11.90 n

Per A. Wings ..... 80 cts. b

On Calcutta—

Wire ..... 130½

On demand ..... 130½

On Singapore—

On demand ..... 84

On Manila—

On demand ..... 94½

On Shanghai—

On demand ..... 82

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On Yokohama—

On demand ..... 101

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(per tael) ..... —

Sovereigns (Bank's  
buying rate) ..... 9.95

Silver (per oz.) ..... 24.7/16

Bar Silver in Hong  
Kong ..... 23½ dia.

Copper Cash ..... Nominal

Copper Cents ..... 3% Prem.

Rate of Native In-

terest ..... 7% p.a.

Chinese Sub. Coin ..... 32½% dis.

Hong Kong Sub. Coin Par.

London, Friday.

Paris ..... 123.725

New York ..... 4.85 g. 9/32

Brussels ..... 34.90

Geneva ..... 25.22

Amsterdam ..... 12.09 3/4

Milan ..... 92.765

Berlin ..... 20.05

Stockholm ..... 18.105

Copenhagen ..... 18.21

Oslo ..... 18.20

Vienne ..... 34.40

Prague ..... 164

Helsingfors ..... 193

Madrid ..... 33.255

Lisbon ..... 108.20

Athens ..... 375

London, Friday.

## COMMERCE & FINANCE

### IN BANKRUPTCY THE SHARE MARKET

#### Meetings of Creditors & Dividends Hong Kong Stock Exchange

##### NOTICES IN "GAZETTE"

The first meeting of creditors in  
the case of Mr. John Valentine Dodd  
of No. 17, Nam King-street, Kow-  
loon, has been fixed for 11.30 a.m. on  
August 8 at the Official Receiver's  
Office. The bankruptcy petition was  
filed on July 26 and a receiving  
order made the same day.

In the case of Wei Lee firm, flour  
dealers, No. 300, Des Voeux-road  
Central, the meeting is fixed for the  
same day at 10.30 a.m.

Dividends declared are: First divi-

dend of 22% per cent. re Sun Iu,

market pork dealer; second and final

of 85% per cent. re Te-sing-lim, clerk

No. 30, Wing Lok-street, East.

Dividends declared are: First divi-

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No. 30, Wing Lok-street, East.

Dividends declared are: First divi-

SUNDAY, JULY 28, 1929.

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SUNDAY, 28th July.

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will depart from the Company's Wing Lok Street Wharf at 9 a.m. and from Macao at 5.00 p.m.

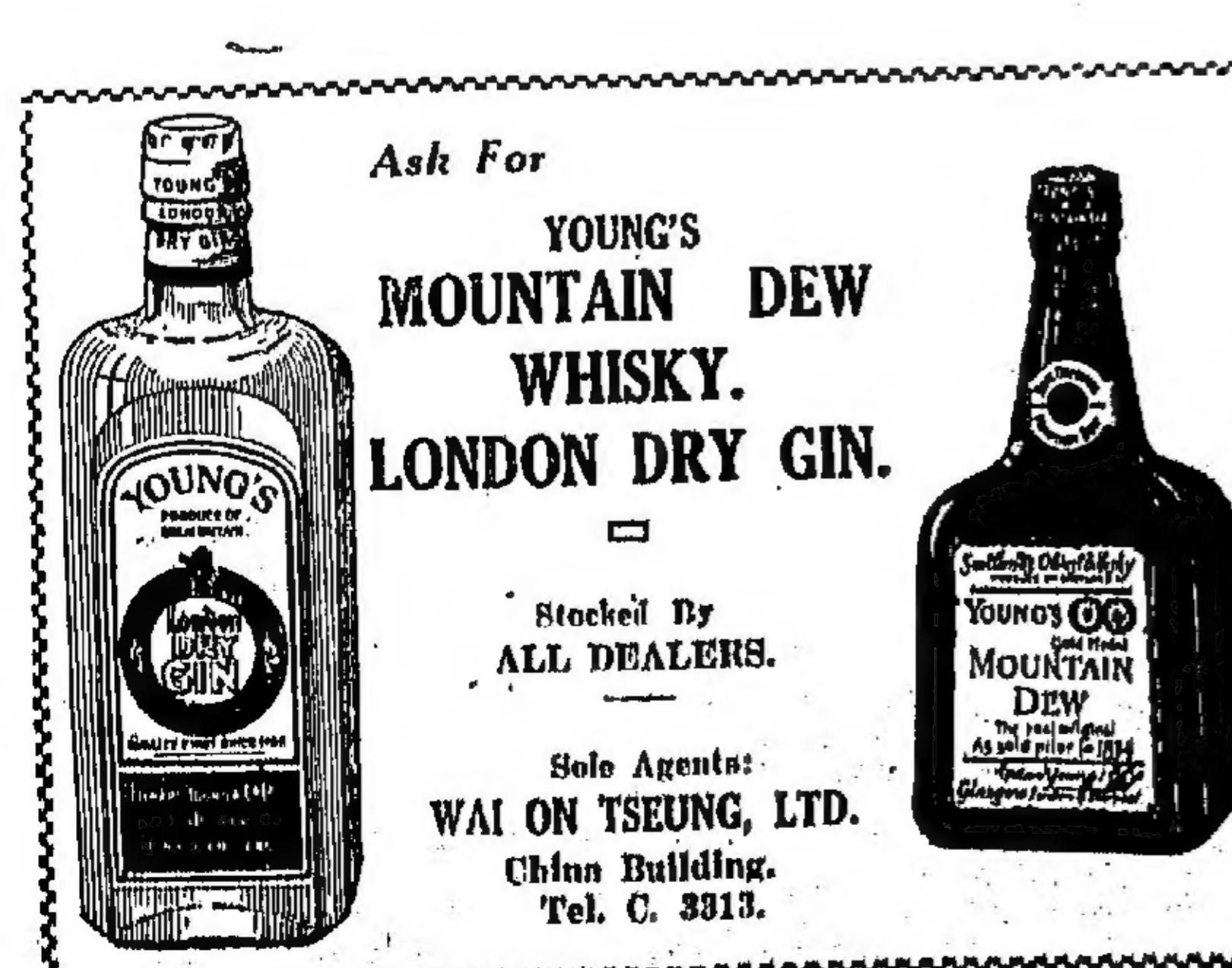
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## HOME SPORT.

## Brilliant Golf

Golf has attained a wonderful state of perfection. The scores which are now returned were not even conceived in the days immediately preceding the War. Before the start of the championship at Muirfield J. H. Taylor, the veteran five-times winner of the event, declared that any one who did the four rounds on the long testing course in 300 would win. If there was any wind, the best score would be over this total. As a matter of fact, in almost a gale, Hagen's aggregate was two strokes a round lower than Taylor had forecasted.

## St. Cloud Course

Before returning home to play in their own championship, the Americans went to Europe—winning in the French and German Championships. The former competition was at the St. Cloud Club, Paris, and, though it is not as long or as difficult as the best courses in Britain, it is up to the average first-class standard. Here the scoring was unbroken. On the first day Horton Smith, the twenty-one-year-old American, played two rounds each of sixty-six. This was two strokes better than the record, and it seemed to represent the limit to the possibility. On the next day, however, Aubrey Bonner, who is the professional attached to St. Cloud, knocked this record into smithereens, going round in sixty-one. There has never been anything like this round in all the history of golf. The last nine holes were played in 28, being made up of two fours, six threes, and a two. But Horton Smith was always in a comfortable winning position, and, to celebrate his coming of age, he won the prize from Boomer by a margin of five strokes. His total of 273 for the seventy-two holes is the lowest score ever returned in a first-class competition, and there is no doubt that Smith already ranks as one of the great players in the game. After holing out on the last green, he was presented by Hagen, the American captain, with a large birthday cake illuminated by twenty-one candles. He is the baby of the party.

## In Berlin

From Paris the Americans went to Berlin, and here Smith made another brilliant effort to capture the German championship. This has been held during the past three years by Percy Allis, the Yorkshireman, and, though Smith set a very hot pace, the latter defended his title successfully. Allis had rounds of 70, 71, 70, and 74 against the young American's 71, 69, 73, and 74. All is it may be remembered, tied for fourth place with Mitchell in the British championship. He is a stylist. Indeed, he is said to have the best swing of any player since Harry Vardon was at his best.

## Lacoste on Top

The French hard court championships have been followed with close attention in Britain, in spite of our players having to play third fiddle to France and America. The British representative who got furthest in either of the singles was Miss Eileen Bennett, who was beaten

## SOCIAL GOSSIP

Lord Stavordale, who was second in the Royal Horse Guards challenge cup race at Hawthorn Hill recently, is a quiet, good looking young man in the Blues. His father is Lord Ilchester, the owner of Holland House, in High-street, Kensington, in the grounds of which a miniature golf course has been laid out.

Mr. C. B. Cochran, the producer of "Porgy," at His Majesty's Theatre, London, is a fresh-complexioned man with an unrivaled flair for showmanship. In his early days he earned his living in circuses in America. He introduced the rodeo to England and re-introduced curves to the chorus. He smokes cigars, enjoys life to the full, and is never down-hearted.

Sir Douglas Mawson, who is to command the "Discovery" on another Antarctic expedition this year, is a fair-haired giant of a man with blue eyes that seem to have been widened by long grazing on the great open spaces of the Polar seas. He was born in Bedford in 1882, but has spent most of his life, when not exploring in Australia, and is a professor of Adelaide University.

Although for some time past there have been many rumours that Herr Stamer, the German Ambassador to London, is about to retire, this is happily not likely to occur before the end of the summer. Musical London will certainly welcome the delay, for the German Embassy under the present Ambassador's regime has become famous for its musical parties. Each season Herr and Frau Stamer entertain lavishly for the members of the German opera company at Covent Garden and always give a number of parties at which the operatic stars sing before the delighted guests in the Embassy hall-room. It is gratifying to know that these gatherings will take place as usual this year.

The Lord Chancellor recently appointed Mr. Alfred Ravenscroft Kennedy, K.C., M.P., to be the Judge of the County Courts on Circuit No. 49 (Kent), in the place of his Honour Judge Terrell K.C., retired. Mr. Kennedy, who is the eldest surviving son of the late Lord Justice Kennedy, has been Conservative member for Preston since 1924, and Recorder of Burnley since 1925. He was born fifty years ago and was educated at Eton and King's College, Cambridge, where he took second class (Honours) in the Historical Tripos. Called to the Bar at Lincoln's Inn in 1908, he practised at Liverpool for twelve years, and from 1910 to 1919 was Legal Adviser at the Foreign Office.

Cotton is only 22, and is one of the most promising of our professional youngsters. In a tournament at Seisdon Park, Mitchell took the first place over Dudley, Farrel and Turnesa.

## Footballers Abroad

When the Foreign Office last year sent the Football Association a hint that British teams should not be sent to the Continent unless they were likely to do their country credit, some critics declared that the Department was going beyond its province. It is now pretty clear that Downing-Street errred only on the side of moderation. The indifferent performances of some of the touring elevens this spring have brought them a flood of contumely which is no good thing for the general prestige of Britain. The Australian, Czech and Hungarian Press are all terribly severe on them, and a German paper describes the tourists as mere joy-riders for directors, who tell the players not to over-exert themselves, since no one in England "cares two hoots about the result." The Football Association will probably be compelled to hold an inquiry into the matter over the particular case of Newcastle United. This team has made itself particularly unpopular. It lost to a very second-rate club at Pressburg by eight goals to one, whereupon the authorities at Prague, where they had their next fixture, threatened to cancel the match. The Newcastle directors promised amendment, and the Prague match was drawn of one goal each. The Prague newspapers accuse the Englishmen of continual foul play in that game, but there may be two sides to that story. When Newcastle went on to Budapest they were again soundly beaten, and it is reported that the Hungarian Association refused to hand over the balance of the sum due to the visitors, but forward it to the Football Association, along with an account of their reasons for so doing.

## Unfair Referees

The F.A., therefore, can hardly avoid taking the matter up in a searching fashion. The Newcastle team have just returned home, and the four directors who travelled with them relate a long tale of incompetent and unfair referees, which will no doubt be duly weighed in the balance. It is unfortunate, however, that Continental opinion seems practically unanimous on the points complained of. It is easy to understand the degree of dislike that would be aroused by teams that go abroad disposed to slack. The typical professional player and the typical director have few graces to commend them to the public of foreign countries. If they fail to vindicate themselves in their own proper sphere a considerable accumulation of distaste upon other grounds is likely to be visited upon their heads. As to the seriousness with which these encounters are taken upon the Continent, a tale is told on good authority of a match between Italy and Austria, of which Mussolini was a spectator. Seeing from his box that things were not going well for Italy, he contrived to let the Italian players know that, if they did not win every man jack of them was in for two years' military service. They won.

**British-American Matches**

Hagen, having been better advised upon his first decision to cancel his engagements, turned up to play his two matches with Compton at Moor Park and Blackwell. At the former place, however, he repeated his old prima-donna trick of arriving half-an-hour late. He did not upset Compton by this, however, as he once upset Mitchell. The Englishman outwitted his opponent, and, holding his own in other parts of the game, was up two to one in the morning round. In the afternoon he carried off six successive holes and won the match by eight and seven. The Blackwell match was a much closer affair, being all square until the last hole, which a clever approach by Hagen settled in his favour. Several other of the American play a hard game before they sailed for home. One of them, Horton Smith, was beaten in a 36-hole match at Coulsdon by Henry Cotton by six and five.

## Lord Inchape

Lord Inchape, chairman of the P. and O. and British India S.N.C., whose creation as an earl was announced among the last birthday honours, has taken the title of Earl Inchape. His son, Mr. Kenneth Mackay, has taken the title of Viscount Glenapp.

Chief Constable Wensley, of Scotland Yard, who was placed in charge of the new investigations into allegations of bribery, has completed the span of police service which entitles him to full pension, but is retained at "the Yard" for the present in consequence of his unique experience. Sturdy, even grim, in appearance, with a fixed stare that is calculated to cow the most hardened criminal, he has a record of physical bravery that has rarely been equalled.

Succession to the Egmont estate was mentioned in the Chancery Court, London, on June 20. There are two claimants, Mr. James William Perceval, of Sydney, and a Canadian, Mr. Frederick Joseph Trevelyan Perceval. On behalf of the trustees it was stated that the House of Lords would have to decide the question of succession to the Earldom of Egmont, as the Court was only concerned with the property. Mr. Justice Maughan directed the Master to inquire who was entitled to the property comprised in the seventh Earl's settlements from 1870 to 1889.

It is difficult to realize the acute situations which arise from time to time in America from the colour problem. The election to the House of Representatives of Mr. Oscar de Priest, a negro congressman, has created a great social difficulty in the making royalties, he has been held in an almost affectionate regard by the whole Labour movement. His selection of the Woolstock was not therefore altogether unexpected, and had the additional recommendation of being thoroughly justified on its merits. He has been fifteen years on the Bench and has the reputation of being a sound Judge. Incidentally, his appointment was a break with the custom of elevating a Law Officer to the position, for it is sixty years since a Judge became Lord Chancellor. And it is a curious turn of fate's whirling that brings together on members of the same Cabinet Mr. George Lansbury and the Judge who once sent him to prison for refusing to pay a surcharge levied upon him as a member of the Poplar Council.

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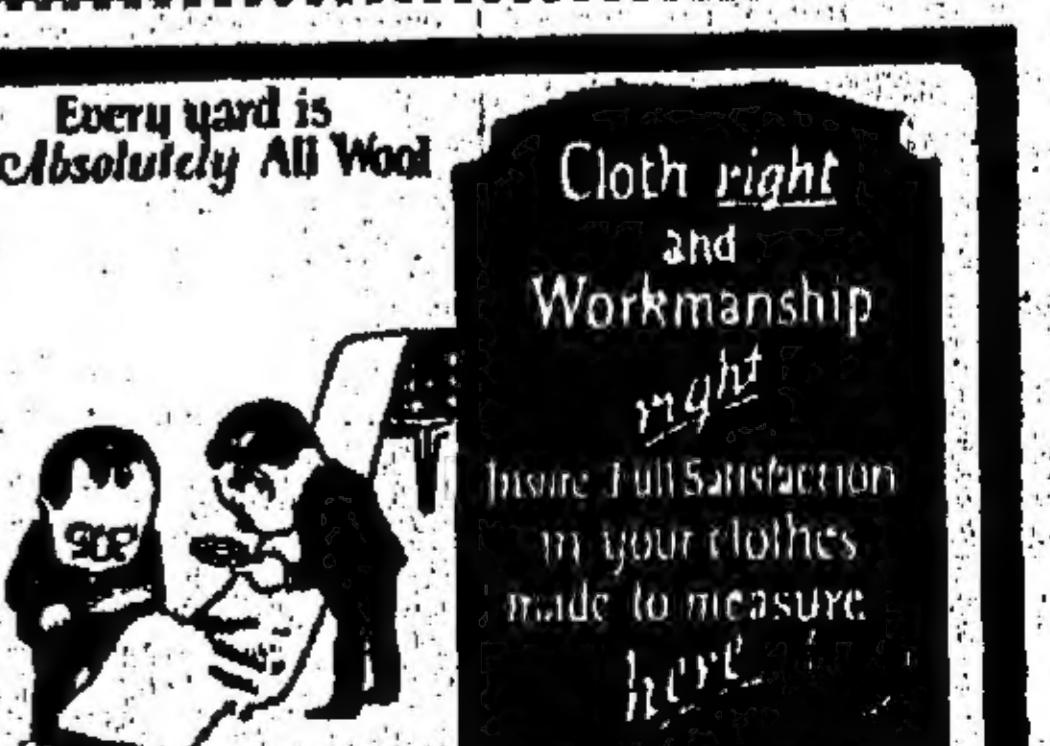
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\$13.05

— that's all you have to pay for shoe comfort, good appearance and satisfaction.



Powell's Shoes are made with meticulous care, of the finest materials, conforming to the footwear demands of the busy man whose shoes must be correct and comfortable every hour of the day.

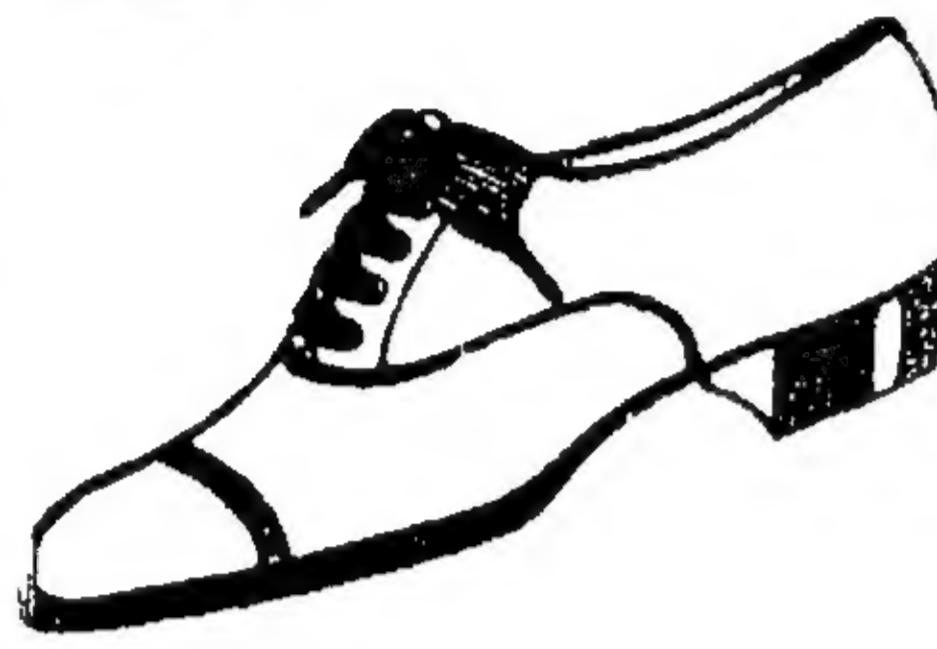
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"FITWELL"	Price \$14.50	Less 10% discount for Cash \$13.05
"KELTIC"	\$19.50	" " " " \$17.55
"BECTIVE"	" " " " \$23.50	" " " " \$21.15

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A comfortable "Fitwell" Shoe at \$14.50 with plenty of room for the toes — in Black and Brown Calf Leather. Also stocked in a narrow and snarler shape.



A "Keltic" shoe popular in every sense. Made in Scotland with a buoyant sole, neat toe punching and made one less fitting round the ankle, give a very snug fit. Stocked in Black and Brown \$19.50.



**BROGUE SHOES**  
with leather sole  
\$15.50 & \$23.50  
"USKIDE" SOLE  
\$18.50.

You are cordially invited to inspect our stock without obligation to purchase.

**WM. POWELL, LTD.**  
Specialists in Gentlemen's Wear,  
10, Ice House Street.

**Pass the cream,**



At some tables the cream goes round in a jug you could put in your pocket! Thin trickles are taken by people who know that there are others!

At other tables the cream appears in a large jug and everyone takes plenty and leaves plenty. It is Nestle's Cream. And as Father

said, seeing the children's plates, "it isn't fruit with a little cream, it's cream with a little fruit." That's the way with Nestle's Cream.

Keep a supply handy in the cupboard and you'll often open a tin to enjoy the delicious fresh dairy cream inside!



**NESTLES  
RICH THICK  
CREAM**

Three convenient sizes:—1½ oz., 5½ oz., 6 oz. tins.

**NO LAWN TENNIS****COURTS SODDEN WITH RAIN****PROSPECTS OF SEASON****A RECORD OF PREVIOUS WINNERS**

No progress was made in the Lawn Tennis League yesterday, the courts being sodden by the downpour of rain during the week.

**PREVIOUS RECORD**

A record of the previous winners, reproduced from the Handbook for 1929 issued by the Hong Kong Lawn Tennis Association may be of interest.

**"A" DIVISION**

Presented by Dr Charles Forsyth, Wm by the Hong Kong Chinese Recreation Club.

1919 Kowloon Cricket Club

1919 European Young Men's Christian Association

1919 European Young Men's Christian Association

1919 Kowloon Cricket Club

1919 Civil Service Cricket Club

1919 Hong Kong Cricket Club

1919 Chinese Recreation Club

1919 Hong Kong Cricket Club

1919 Chinese Recreation Club

1920 Chinese Recreation Club

1920 Indian Recreation Club

1920 United Services Recreation Club

1920 No Competition

1920 Chinese Recreation Club

## FLAG ASSOCIATION'S CONTEST

## Winners' Visit To Colony

The winning essays in the First National Flag Essay contest, originated by the United States Flag Association and sponsored by the Hearst Newspaper Syndicate, are printed below. In the left hand column is the contribution of Mr. Robert L. Sullivan, of Syracuse, N.Y., victor in the boys' competition. In the right hand column is the one written by Miss Mary S. McGonigal, of Troy, N.Y., winner in the girls' contest.

The party of seven visitors arrived in Hong Kong yesterday on the liner "President Monroe" on its trip around the world. Besides the victorious essayists, it includes Mr. Merle M. Clark and Miss Alma E. Groves, second ranking contestants in their divisions and escorts to the flag; Mrs. Edwin C. Gregory and Miss Gratitude S. Carravay, chaperones for the juvenile writers, and Mr. Floyd Williamson, manager of the tour for the Hearst Syndicate.

Old Glory's Greatest Glory  
(By Robert L. Sullivan)Old Glory's Greatest Glory  
(By Mary S. McGonigal)

Old Glory! It was born during our Nation's struggle for freedom, its beauty was unfurled at the Battle of Brandywine, it cheered the disheartened and鼓舞ed at Valley Forge, it witnessed the enemy's surrender at Yorktown.

Its glorious splendor adorns Red and White and Blue, you type the courage, the fear of liberty, the fidelity of our fathers who made immortal those dreary days of the Revolution. Dignified States and Stars! You waved forth steadfastly through times of warring, foreign and civil alike, and from those long years of strife, trials and hardships you have gone to pass it down to us shining and undimmed. Variously they sewed on the battle field, and by the home hearth, in the hearts of mighty cities, and the solitude of remote countries. Their work it has been, that has given this same beloved national emblem its beauty of significance. A glorious old glory! It is the picture of a splendid past, full of noble deeds, and earnest present, full of high purpose, attend upon it. Men may have died for it, heroes of 1861 and 1918, men who have given for its statesman scholars and workers from the colonies, go on to this day, those who writings can testify, that things ignoble and unworthy should not prevail under your banner of stars and stripes. But these transform a lot of silk into a national emblem, a greater Old Glory, full of the glory of nobleness.

Great are the splendors it has achieved, but the greatest has the greatest glory of Old Glory been attained? Has it even been dreamed?

It is the lives of the finest type of American citizens that have raised Old Glory to its present proud position. It is to the American citizens of the present, they have given a precious charge, to carry on the work of their hands and hearts, that the American citizens of the future may place the flag of the United States of America foremost in the procession, toward the great goal of national and international harmony. To us, their heirs, they give their flag and their country in trust.

A great heritage Old Glory gives to its citizens in history, traditions, ideals and opportunities, but it creates in the trust, which these centuries of splendid part have given into their keeping. The greatest glory of Old Glory is yet hidden, it will grow, as the glory of the flag has grown in years gone past, out of the faithful discharge of this trust.

And this heritage and trust falls to the youth of America, to us, who even now are studying and loving this beautiful star spangled banner of ours. The youth of a nation will build, inevitably, that nation's future. To what, in that dim blue future, to what dishonorable depths, or what shining heights may not Old Glory, our flag, our heritage, and our trust, arrive? How will we, young Americans, discharge our trust? Upon the magnificent foundation left us, will we raise Old Glory over an America finer, greater, and more glorious? or, will we fail? It is a challenge, a ringing, trumpet call to earnestness, to cleanliness and fitness and squareness, to loyalty, to endeavour, to courage. Our powers are unlimited, our horizon is boundless, our hope is infinite—to press onward toward achievement.

"A nobler people, hearts more wisely brave, and thoughts that lift men up, and make them free."

MISSING SOLDIERS

Privates Smith and O'Donnell, of the 2nd Batt., the King's Own Scottish Borderers, who were reported missing, have been arrested in Manila, according to a police report received yesterday. They were being sent back to Hong Kong.

That great land has become a great nation among the nations of the earth. The years have brought her a matchless history of the birth and the growth, the trials and the triumphs, the heart and the soul of a great people. The fatherland, lying hid in the dimness of things when first those intrepid little caravans touched her shores, has proved a mighty continent of fertile plains and wind-tossed forests and rustling rivers. Here is now a great domain, over which her sway extends in mercy and in justice. Her ideals still are those which long ago enshrined liberty.

The forthcoming wedding is announced between Mr. John Fraser Duncan, mercantile assistant, of No. 69, Edinburgh-road, Shanghai, and Elsie Mary Hinck, on her way to the Colony on board the s.s. "Glenfield."



## LETTERS TO THE EDITOR

## FILM CRITICISM

Sir.—In view of the overwhelming expressions of approval I have received from even mere acquaintances apropos of my remarks at the recent annual general meeting of the Hong Kong Amusements, Ltd., I can only presume that I have the general support of pictures-goers.

Under the circumstances I should like to submit the following few remarks to Mr. F. C. Nicholson, (whose correspondence appeared in one of your morning contemporaries yesterday). It can be clearly seen that this gentleman sees eye-to-eye with the management of the Queen's Theatre. I am in accord with his views that those who walk out of the theatre may belong to a certain minority, but does Mr. Nicholson realize the great number of people who remain in their seats throughout a show notwithstanding the fact that they may be forced to distract themselves by the quality and subject of the film produced?

It is quite a simple task, of course, for those who disapprove of the pictures shown in Hong Kong to keep away from picture houses entirely, but, and truly this would often be the case if the public knew before hand exactly what they were going to get, but the position is that once they have paid their money they have alternative but to accept what may be served up to them.

I am not by any means complaining of the management's entire production, but if the films which I mainly should be scrapped were continually being shown, then, Sir, we know that Mr. Nicholson and those of his own mentality the only people who would patronise our picture house in Hong Kong, heaven then help the box office.

Yours, etc.,  
C. MANSON,  
Editor, *Hong Kong*.

Sir.—With on the subject of film criticism I also would like to express my opinion on same. The Chairman of the Hong Kong Amusements, Ltd., is not altogether at fault, as it is very difficult to say which films are classified as good and which as bad. A picture may appear good to a certain number, while others would say it is "rotten."

I believe the management of the Hong Kong Amusements, Ltd., being so long in the line of business know perfectly well that if they wish to have a successful year, they must look entirely to the public for support.

Judging from the amount of profit they realize each year, and the individual expansion of their business, the public could not have been lacking in their support. Only recently they have added the "Majestic," another first-class theatre, to their circuit in Kowloon, and I am informed that the "Majestic" is also doing well.

If those who think that the pictures which the Hong Kong Amusements, Ltd., are screening in their theatres are "most appalling" my advice to them is either to stay away from pictures entirely or to patronise another theatre which is not run by the Hong Kong Amusements, Ltd.

Yours, etc.,  
"CONTENT,"  
Hong Kong, July 26.

## LAWN BOWLS

## Programme Further Upset

## POSITION REVIEWED

A further four matches in each division of the Lawn Bowls League have been "shelved," the saturated grounds, brought about by the heavy rainfall during the week, making play impossible yesterday.

In Division I, the Kowloon Dock R.C. are occupying first place for the present, by virtue of a better shot average than two other joint-leaders, Craigengower and Civil Service. It seems probable that the Shield will rest between these three teams, with the odds in favour of the K.D.R.C., but with the unusual number of "surprise" results this season, who can tell but that an outsider may romp home?

The Kowloon Bowling Green and the Club de Recreio have still to be considered in the race. The latter, especially, cannot be taken too lightly, as their recent displays have justified their inclusion amongst the "top-notchers" in the League.

The Taikoo R.C. and the Kowloon C.C. are not yet out of the picture, but, on form, their chances for prime honours appear to be rather remote.

The Police R.C., who have been continuously sympathized with for their narrow defeats earlier in the season, appear now to have been much overrated. Having lost eight matches in succession without a victory to their credit, only a miracle can save them from relegation next year.

In Division II, the Civil Service C.C. have the brightest prospects of emerging champions, their consistent performances up to this stage leaving slight hopes for any of the other teams to dislodge them. Craigengower do not seem to possess the necessary fighting qualities to get them to the top, as witness their defeat at the hands of the Bowring Green last week.

The Electric R.C.—newcomers to the League—may not carry off the Shield for the first time of asking, but they are not likely to finish lower than the third position they now hold.

## LEAGUE TABLES

## Division I.

	P.	W.	D.	L.	Pts.
Kowloon D.R.C.	8	5	0	3	10
Craigengower C.C.	8	5	0	3	10
Civil Service C.C.	8	5	0	3	10
Kowloon B.G.C.	7	4	0	3	8
Club de Recreio	7	4	0	3	8
Taikoo R.C.	8	4	0	4	8
Kowloon C.C.	8	4	0	4	8
Police R.C.	8	0	0	8	0

## Shots For and Against

	For	Agst.	Up	Dn.
Kowloon D.R.C.	521	394	127	0
Craigengower C.C.	491	467	24	0
Kowloon B.G.C.	420	398	22	0
Club de Recreio	417	377	0	5
Civil Service C.C.	446	455	3	8
Taikoo R.C.	450	409	0	13
Kowloon C.C.	427	405	0	28
Police R.C.	402	480	0	78

## Division II.

	P.	W.	D.	L.	Pts.
Civil Service C.C.	9	7	0	2	14
Craigengower C.C.	8	5	0	3	10
Taikoo R.C.	8	5	0	3	10
Kowloon B.G.C.	9	5	0	4	10
Taikoo R.C.	7	4	0	3	8
Yacht Club	8	4	0	4	8
Club de Recreio	9	3	0	6	8
Kowloon C.C.	8	0	0	8	0

## Shots For and Against

	For	Agst.	Up	Dn.
Civil Service C.C.	578	488	96	0
Kowloon B.G.C.	561	500	0	1
Taikoo R.C.	449	386	65	0
Yacht Club	464	407	2	0
Craigengower C.C.	472	459	0	11
Electric R.C.	481	498	0	12
Club de Recreio	516	527	0	32
Kowloon O.O.	393	379	0	187

## Division II.

	P.	W.	D.	L.	Pts.
Civil Service C.C.	578	488	96	0	0
Kowloon B.G.C.	561	500	0	1	0
Taikoo R.C.	449	386	65	0	0
Yacht Club	464	407	2	0	0
Craigengower C.C.	472	459	0	11	0
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Kowloon O.O.	393	379	0	187

## Division II.

<tr



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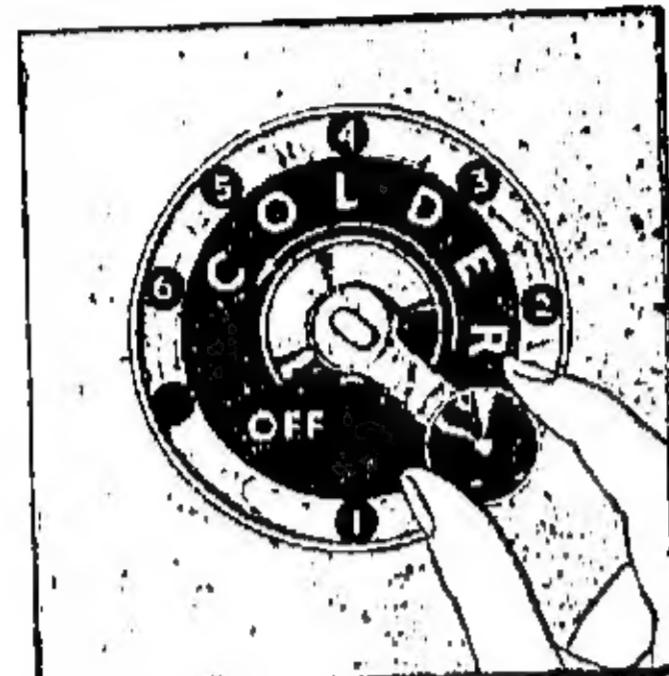
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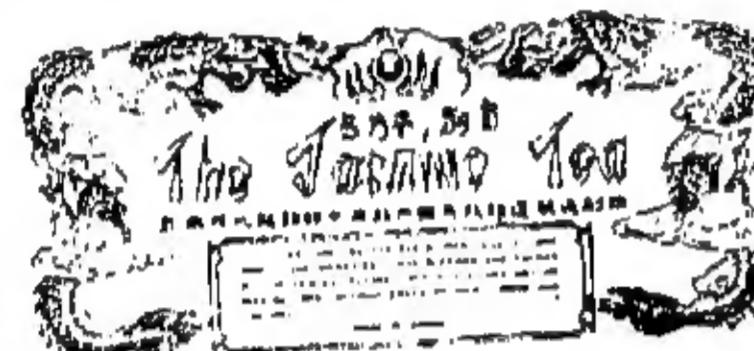
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The NEW FRIGIDAIRE COLD CONTROL is a simple dial with six freezing speeds. You can control the time required to make ice cubes—and tap FRIGIDAIRE's surplus power for freezing delicious salads and desserts easily and quickly.

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to Locating the  
Centre of a  
**TYphoon**

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The correspondent who, in Day, a contemporary, suggests that we, Hong Kong-ites, work an hour per day too long is probably quite correct. Shanghai-landers don't do so, so why should we? Also, Shanghai-landers have the good sense (which we, Hong Kong-ites haven't) to take two hours for tiffin. And it should be borne in mind that though Shanghai is colder than Hong Kong in winter, it is much cooler in summer; nor does their heat linger with them nearly so long. It's all wrong this idea that we have in Hong Kong that we should work till five when, clearly, four o'clock is the better hour. The taipans themselves frequently give ample proof of their belief in this idea. According to the Socialists the time will come when if we work more than three hours per day we shall be regarded as merely wasting our time. But Hong Kong seems a long way from that blissful state of things.

Mui Tsai and Pidgin" Dealing with our mui tsai problem, a writer in a Home paper has allowed his imagination to run away with him, thus: "Although slavery in Hong Kong is supposed to have been abolished in 1928 the number of child slaves had increased. When girls reach the age of about fifteen they are often resold to traffickers and shipped to ports in the East. Every girl is questioned by an officer as to whether she is willing to take up such a life, but for weeks beforehand they are drilled in the answers they are to give—"Me quite willing. Me not been told to say this by anyone—and are threatened with punishment if they dare to give any other replies."

The Funniest Part The funniest part of the paragraph is the delightful bit of what is supposed to be pidgin English. It is decidedly amusing for us who live on the spot who know that the only knowledge of "pidgin" that a mui tsai can be credited with are two words: "No savvy." That word "willing" is a stumbling block which no mui tsai is able success-

fully to surmount. There are also other obvious inaccuracies in the paragraph which need no comment. The whole is a fine example of stretching the imagination, which is too amusing to be missed, so we pass it on to our readers.

A motor car drove out to the Kowloon Reservoir Reservoir is quite a pleasant visit after the heavy showers, with the pinetrees and green leaves showing particularly fresh after the rains. On reaching the reservoir the other night it was surprising to see the amount of water that was in it, besides the millions that were continuously flowing in from the catchwater area from whose height one views Shatin valley. It was quite delightful to hear the steady inflow of water after the long months or drought.

Every one does not realise the utter rudeness of the Star Ferry "sailors" (or coolies) both at Kowloon and Hong Kong, until one has had the gate slammed in one's own face. The average business man is always in a hurry to catch a Ferry, but though he may be a foot from the gate, the cooler slams it in his face, and saunters proudly away. A few days ago, a lady was but an umbrella length away when the insolent "sailor" on duty at the Kowloon wharf slammed it in her face. Slamming, surely, is not a necessity—it is not done so rudely when the Inspector is on the spot. It is not to be expected that the gate can be kept open, too long after the bell rings—a time-table must be kept—but one expects servants of a public utilities company to be a little reasonable to patrons. Politeness costs nothing!

Whatever may be A Strange opinion of Sight each individual at to whether China and her subjects are making any steps towards modernisation is all very uncertain, because opinions differ so, but perhaps the following incident will be illustrative that a change has certainly taken place in China—and decidedly so too! On a recent evening, featured by showers,

## SUNDAY SALLIES.

"Reservoirs overflowing"—But not "canned."

It may yet go down in history as the Kowloon Tong uncivil war.

Heading in local "Telegraph": "Gun blows out on H.M.S. Devonshire"—Who blew it out?

'Tis suggested that Wyndham Street might be renamed Flour Street.—Press men get their dough there.

Tokio and Yokohama have been "shocked."

Some folk in places much nearer are also quaking.

May be the two soldiers who went to Manila were looking for a good cigar.

Dreadful: "Sedition on the Peak"—Who'd have thought it!

Both M. Poincare and China are suffering from internal troubles.

Now the water is spouting the spouters have had their occupation taken away from them.

The Russo-Chinese affair closely resembles all China's little wars—reports of hostilities are always denied.

One way out of the trouble may be for some to swap Capitals along with some capital.

Did Joe Dundee use foul language when his bout with Jackie Fields?

"An interesting military wedding"—Very: to the bride and bridegroom.

Heading in the "Telegraph": "Russian Troops Drilling"—But don't all soldiers drill?

Old sonkers don't remember a time when they got so much soaked as during the soaking of the last few days.

A visitor wants to know if the cattle pens for the buses in Kowloon were designed by a farmer or by the inventor of "Pigs in Clover."

A stitch in time saves nine—a stitch in the side makes you supine.

Advertised: "Permanent waving for one month."—That may be how long you can permanently waive payment, perhaps.

Offers are forthcoming for the best lawn bowlers among the Billycocks and the Peacocke to strengthen the interport team against Shanghai.

The agitation for shorter office hours is scoffed at by the Civil Service who say that it takes them all their time to get to the office in time to knock off again.

The Labour Government don't seem to like Lloyd George or Lord Lloyd—Lloyd's are not likely to insure the life of the Labour regime for any high premium.

An advertisement about Indian charms says that it "will make you the favourite of all!"—Unfortunately the Water Emergency Committee seems to have served its purpose and no vacancies will be filled till the next Great Drought.

Civil Service lawn bowlers, alleges the "Telegraph," had a runaway victory over the Police. The latter are advised to take along the Black Marlin next time to prevent the Civil Service escaping so easily.

The time and the jugs may now be put away for the next drought—unless they are used to hold all the froth that emanated from the hypercritical critics over the water famine.

Everybody seems to have forgotten to remember that last Monday's week was St. Swithin's Day and that there was quite healthy downpour of rain that day.—Not to mention the bucketfuls we've had since.

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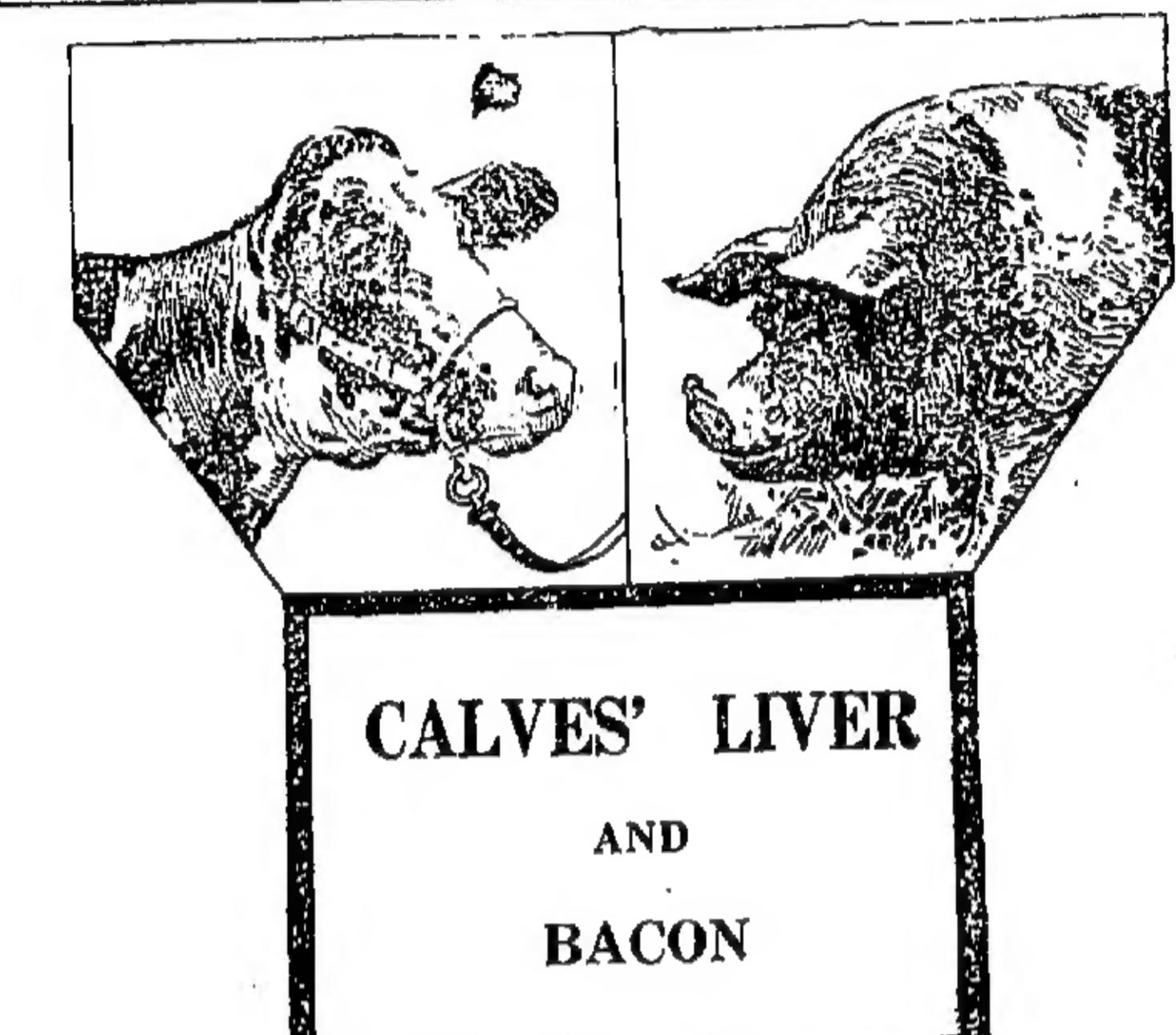
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## GIFTS AND GRACES

## St Paul's Comparison

Text I Cor. XIII. Even in a translation—be sure, the passage is one of the highest achievements of the finest of all translations, the Bible—the rhythmic structure of the chapter on Charity is so evident that one feels it to be not an argument but a psalm of the New Testament, a psalm to be placed along with Magnificat, or Benedictus, or Nunc Dimittis. But its poetic beauty must not obscure its practical reference or the closely logical arrangement and development of its parts.

## Better Than Gifts

The Church of Corinth was a Church of many gifts. The power of the Holy Ghost which came upon it gave such energy to the faculties of its members that they abounded in a gift of praise transcending articulate utterance, in speech evoking insight into the will of God and the human heart, in mighty works of faith. Consequence followed desire to have the power of exercising such endowment, and especially those of the endowments which made the most apparent impression which seemed to be the greatest. This had to be corrected; and the purpose of this chapter is to correct it by drawing a distinction between the gifts, however brilliant, which operate in a Christian's activity and the graces which reside in his heart and life. Graces are gifts, of course, for God gives them, but the broad distinction is substantial, and the difference in the values of gifts and graces of speaking with tongues or prophesying on the one part, and faith, hope, and charity on the other. It is the purpose of this chapter to declare, All gifts, however startling, however beneficial, are of importance



Capt. Hermann Kochl, the first man to pilot an aeroplane across the Atlantic ocean from east to west, in company with Major Fitzmaurice and the late Baron von Hindenfeld, has accepted the position of aviation director of the Catholic missionary organisation "Miva," with headquarters at Windhoek, South-west Africa. This is the first missionary association in the world to use aeroplanes in the service of spreading Christianity beyond the frontiers of civilisation.

I have all faith so that I could move mountains—and have not charity" there is no worth in these wonders or in me. For it is only charity that is the one source of spiritual value. The next step is that charity is the only antidote to the dangers incident to the exercise of gifts and the performance of outstanding actions. For the consciousness of gifts was breeding among the Corinthians emulation and pride, and charity, alone, envied not and vaunted not itself. Even self-sacrificing habits and acts entail temptations. They incline to the expectation of disgust when none is forthcoming. Charity is the only antidote to that danger, charity which is not easily provoked and thinketh no evil.

The third step is that the same charity is the only condition of constructive effort, because it "heareth all things, believeth all things, hopeth all things, endureth all things."

Value, antidote, positive condition—these are all directly practical considerations. The test applied between gifts and graces is this—which is most effective? If a man would serve God, how shall he serve Him best? St. Paul's answer is decisive. By the graces of the heart you will do more for the service of God and man than by all gifts, and the grace of charity is "the most wonderful."

## What is Charity?

But St. Paul never says, in all his arguments, what charity is; he assumes that the Corinthians knew. Yet there is a suggestion, an implicit reference pervading the whole wonderful discussion—the name of Christ is latent in it all. For He spake as never man—nor angel—spake; He disclosed the heart of God, and knew what was in man. Yet it was the love in which He spoke and taught which opened the doors of the heart to His words. He gave his body to be crucified; the love with which He gave it is the value of His atonement. His ministry and His redemption were in all the power of charity. And who beareth all things, hopeth, endureth all things, and who needs to do so, like Him who is the Heavenly, patient, undefeated Shepherd of stubborn, foolish souls? If any, having read the praise of charity, ask, therefore—

What is it that I may covet it most earnestly of all? the answer is plain. The best, the most useful thing you can do, is to be in the likeness of Christ.

## TO-DAY'S QUOTATION

To have to do with nothing but the true, the good, the eternal—and these, not alone. In the main current of the general life, But small experiences of every day, Concerns of the particular hearth and home: To learn not only by a comet's rush But a rose's birth—not by the grandeur, God—but the comfort, Christ.

—BROWNING, The Ring and the Book.

## HYMN THAT HAS HELPED

It is proposed to put a stained-glass window in Hoddesdon Church to the memory of Miss Harriet Auber, composer of the beautiful hymn "Our Blest Redeemer."

A legend goes that while meditating in her home opposite the church on Whit-Sunday, 1829, Miss Auber scratched on the window-pane, with her diamond ring, the opening lines of the hymn.

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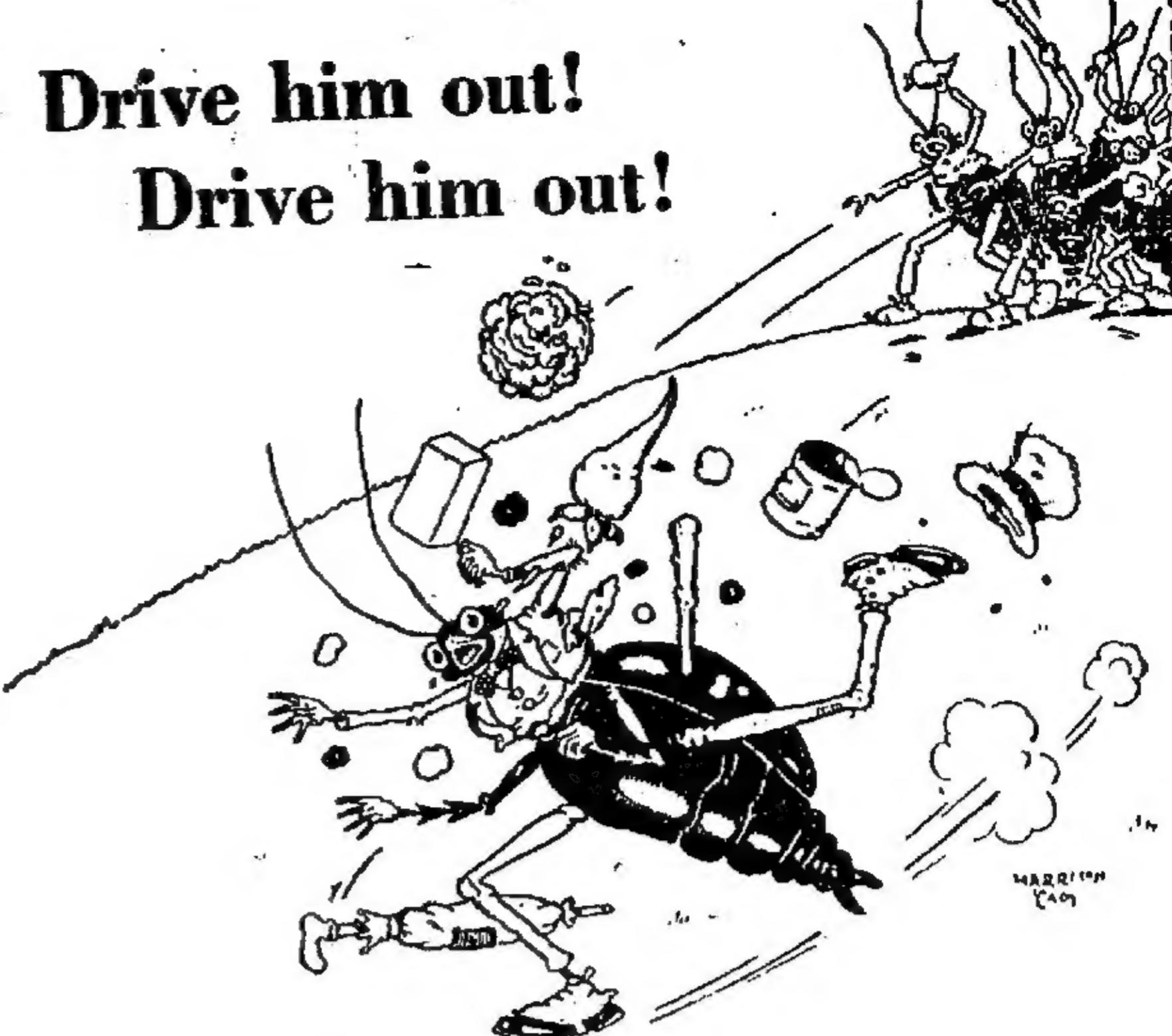
Sunday Service, 11.15 a.m.

Subject:—"Truth." The Sunday School is held on Sunday mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 o'clock.

Reading Room at above address open:—Tuesday and Friday 10 a.m. to 12 Noon. Monday and Thursday 5.30 to 7 p.m.

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RE-OPENING OF THE NEW PARLIAMENT.—After the ceremony of the re-election of the Speaker, the lady members made a round film in the courtyard of the House of Commons. Here is a group of Lady members. Members of Parliament, left to right: front, Lady Cynthia Mosley, Miss Susan Lawrence, Miss Margaret Bondfield, Miss Ellen Wilkinson and Miss Jenny Lee; back row, Dr. Marion Phillips, Miss E. Plotton-Turville, Dr. E. Bentham and Mrs. Mary Hamilton. (Sport and General)

## FROM LONDON TOWN

## KING'S NEXT WINTER

The "Evening News" says that the King is considering spending part of next winter in one of the Dominions. South Africa is considered the most suitable, and confidential enquiries have already been made in South Africa regarding a suitable locality.

## Congratulations to Editor

The King, through his secretary Lord Stamfordham, has sent a message to Mr. C. P. Scott, the veteran editor of the "Manchester Guardian" whose resignation is announced. The message says: "For fifteen years you have been responsible for the conduct of a great newspaper and His Majesty, while regretting your resignation, congratulates you on your achievement which must surely be unique in the history of journalism."

## Air Force Display

The Air Ministry have released from its secret list a number of new types of aircraft for the purpose of exhibition. These comprise about 30 aeroplanes and ten engines and include fighting machines even more powerful than the Bristol Bulldog single seater which will be seen in action at the Royal Air Force display at Hendon. One machine is described as an "Interception Fighter" and has a speed of 200 miles an hour. An extremely interesting class are the Fleet Fighters designed for deck landing. The show will be rich in flying accessories, including an easily inflated life saving raft for use in forced descents on the sea.

## Historic Flight Commemorated

A timid, hesitant little figure, Sir Arthur Whitten Brown, made, impromptu, the best speech at the luncheon at the Savoy Hotel on



Lord Thomson

June 14 organised by the Vickers and Rolls Royce companies to commemorate the 10th anniversary of the first trans-Atlantic flight, made in June, 1919, from Newfoundland to Ireland by Sir Arthur and the late Sir John Alcock. The gathering was a very notable one, including many aviators of distinction. The Secretary of State for Air (Lord Thomson) toasting the anniversary, said he took it upon himself to pick out the six best flights of the last 10 years, in which he included first that of Sir Arthur Whitten Brown and Sir John Alcock, of which too little had been made, and then those of Sir Ross

Smith and Sir Keith Smith to Australia in 1919, of Sir Alan Cobham to Australia and back, in 1926, and of Squadron-Leader Hinkler to Australia in 1928.

An ovation greeted the name of Hinkler. Lord Thomson said he had Hinkler's authority for saying that the cost of his flight was less than that of a second-class steamer fare to Australia.

Lord Thomson praised Australian developments and pleaded for every one's co-operation to make the next decade of British aviation even more noteworthy than the last one.

## Attitude of Miners

Mr. Herbert Smith, president of the Miners' Federation, officially denies that the coal miners are demanding an instant repeal of the Eight Hours Act. "The Government," he says, "has its own difficulties, and has to move with the times. I hope that the miners will give the Ministry due consideration, but that sooner or later we will get back to the position occupied in 1926."

## Air Pilot Guild

A guild of air pilots and navigators is being formed. Its "Foundation Council" which holds its first meeting in July to elect a Master have already got to work. On its instructions a solicitor acted on behalf of Captain Basilli, the pilot of the air liner which descended in the Channel at the inquiry on that disaster. The object of the Guild is to protect and advance the interest of its members and the business of commercial aviation. Membership to the Guild is open to certified air pilots and air navigators of the British Empire.

## Problem of Sea Power

The ex-Chancellor of the Exchequer (Mr. Winston Churchill), speaking on the eve of the interview between Mr. Dawes and Mr. MacDonald, said that he welcomed the recovery of full personal freedom of speech on the question of British-American naval relations. Britain, at the Washington Conference in 1921, had sincerely, he said, and irrevocably abandoned the supremacy of the sea, which she had enjoyed without abuse for a century. She accepted British-American naval equality, but this implied special regard to the entirely different circumstances of the crowded island of Britain, which could be starved in a few weeks, and the great continent in which the people of the United States dwelt so safely and prosperously. It would not be a fair interpretation of equal powers upon the sea to have a more numerical measure for the two fleets, with each a replica of the

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Sale Price \$4.50 each.	Sale price \$1.00 pair.
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HALF PRICE.	Sale Price \$3.50.
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FANCY WOOL OR SILK SOCKS. Usually \$2.00, \$3.00, \$4.00 pr. Sale price \$1.00, \$1.50 pr.	PYJAMAS ODDMENTS. Usually \$6.50 to \$14.50. Sale price \$3.50 to \$7.50
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Colours : Grey, White, Fawn, Biscuit.  
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TUB FROCKS .....	3.50	SUNSHADES .....	5.50
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EVENING .....	29.50	UNDIES .....	
TENNIS COATS .....	18.50	HANDKERCHIEFS—FLOWERS	
CORSETS .....	2.50	LEATHER AND SILK	
DRESSING GOWNS .....	13.50	HAND BAGS	
UMBRELLAS, RAINCOATS		at	
BATHING CAPS.		CLEARING PRICES.	
TENNIS SOCKS.			
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## CHILDREN'S DEPARTMENT.

AT PRICES TO CLEAR  
Hats, Dresses, Socks, Shoes,  
Coats, Underwear, Shawls,  
Christening Robes,  
Toilet Sets, Etc. Etc.

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- 5390 { You Ought-A-Hear Olaf Laugh .....
- 5389 { In A Little Town Called Home Sweet Home .....
- 5389 { When The Curtain Comes Down Waltz
- 5389 { Russian Lullaby .....
- 5402 { Lady Divine ..... Waltz
- 5402 { Who Wouldn't Be Jealous Of You Fox-Trot
- 5372 { Boney Wall ..... Slow
- 5372 { I'm Tickled To Death .....

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HONG KONG, SUNDAY, JULY 28, 1929.

**Wanted—A Traffic System**

FROM time to time the authorities have tinkered with the traffic system, both in Hong Kong and Kowloon, but they seem as far off as ever in attaining the acme of perfection. Fresh arrangements are continually being devised for the benefit of omnibuses, motor cars and taxi-cabs, not to mention jinrikishas and chairs, but in all these not thought seems to have been taken for the pedestrian, but the pedestrian has a right to be considered. His life is as precious as that of drivers of cars and buses, or pullers of jinrikishas. He has simply got to come within the scheme of things affecting traffic whether the authorities like him or not.

Why, it may be asked, is a state of pandemonium always allowed to prevail at the Star Ferry on the Hong Kong side? No sooner does a Ferry come in than the jinrikisha-pullers make one mad rush toward the entrance-way to pick up fares, particularly after dark. There is a constant feud between the solitary traffic constable and these pullers, and the unlucky pedestrian has to emulate a "speed merchant" to escape the ordeal of jinrikishas and chairs unscathed. The disorderly scenes enacted here so often are far from creditable to the traffic authorities. The solitary constable has too much work thrown on to his shoulders. Suffice it should be that he is directing the general traffic instead of dividing his time between that and vainly endeavouring to keep order among a mob of jeering and hooting jinrikisha-pullers and chair carriers.

Much the same state of affairs is permitted on the Kowloon side of the Star Ferry. In wet weather it is usually accentuated. No sooner does a Ferry come in—again particularly at night—than the jinrikisha-pullers throng the entrance-way, whilst those passengers unfortunate enough to require buses have to run the gauntlet of jinrikishas, taxi-cabs, and motor-cars before arriving at the "cattle pens" that separate the buses of the various routes. This likewise applies those who arrive by bus—instead of being permitted to alight at the Ferry entrance they are taken a hundred yards out of their way in pouring rain and have to thread their way between onrushing jinrikishas and motor-cars before they can reach the shelter of the Ferry. If they do this in perfect safety it is nothing to the credit of the traffic authorities. Here, again, the solitary constable has quite enough to do directing the traffic without having also to maintain order among the jinrikisha-pullers.

If the traffic is to be regulated on both sides of the Star Ferry as it ought to be, with a due regard for the safety of pedestrians, the traffic constables at present on duty will have to be supplemented—and that very soon!

In other parts of the Colony there is the same disregard for the safety of the pedestrian. At every opportunity jinrikisha-pullers, drivers of public cars, and chair carriers seem determined to exercise the right of way, heedless of the risk to life and limb of pedestrians, and in this they are aided and abetted by the present inadequate traffic system. It is time that some of our "experts" in regulating traffic were despatched on a mission to other cities in the Orient where they know better how traffic should be regulated, at night as well as day, and in wet weather as well as fine.

**HONG KONG FAIRY STORIES**

After the interport ping pong contests ludo and snakes and ladder interports will claim attention.

"Hundreds of people in Hong Kong were thirsty for days and days during the water shortage. (Shanghai "Evening Post")"

All the pictures at all the cinemas are worth double.

The Chamber of Commerce is to be asked to set the example by starting work at 5.30 a.m. and stopping at noon for good, thus abolishing the fifteen hour.

A proposal is on foot to erect all the water tanks on the grass plots near the Hong Kong Club.

A free season ticket is to be presented to the patron who writes the best criticism of a week's pictures.

The final of the Water Polo League will be played on the football ground at Happy Valley.

The critics of the Government during the water famine are preparing a 10,000 word apology.

All the water slogans, paid so dearly for, are to be placed below the foundation stones of the next Theatre Royal.

**Old Hatreds**

The recent ugly reports of conflicts on the frontier between Bulgaria and Yugo-Slavia are indications of a dangerous state of affairs that has persisted with more or less intensity for many years, and is apt at any moment to flare into conflict: The Bulgars have bitter grievances against the Serbs to whom they lost territory after the second Balkan War in 1912, and after the Great War. A year ago, as the result of atrocities committed by Bulgarian comitadjis, the Yugo-Slavs closed the frontier. It has lately been re-opened by King Alexander of Yugo-Slavia as one of his acts of dictatorship, and the recent shooting is a consequence. As soon as the step was taken, travelling across the frontier became dangerous, because of the inflamed passions and suspicions of the villagers. The Serbs have been further inflamed against Bulgaria as two Croat leaders in the quarrel between Croats and Serbs, have been fraternising with the Bulgars. Both Governments desire peace, but there is always a danger that a wave of mob fury may overwhelm wiser counsels. It will take years for this historic Serbo-Bulgarian hatred to subside.

**Beware of Russia**

Mr. Ramsay MacDonald, the new British Prime Minister, whatever else he is or is not, is not a little Englisher. He accepts the Empire and not reluctantly, for what it is, as defined by the last Imperial conference. The Dominions are in no danger of being ignored because he is in office. That they will be freely and fully informed of what is doing at the Foreign Office and be consulted when matters of Imperial interest are concerned, he has already given his overseas colleagues positive assurance. That he will not be wanting in tact when necessity calls to reconcile differences which must inevitably arise between sovereign governments, must be taken for granted. At the moment, the future of British-Russian relations is giving the Imperial Government concern. It has long been known that Mr. MacDonald desires both diplomatic and trading relations with the Soviet Government restored. It is to be hoped, however, that he will not reverse the severance policy of his predecessors unconditionally. He has to go warily or he will be caught in the Moscow trap and the mischief may then be past mending.

**Empire Resources**

When Mr. Amery, till recently Secretary for the Dominions, was travelling in the Dominions, the burden of his speeches was the conception of the Empire as an economic unit, a commonwealth of trade within which each of the parts made that contribution to the wealth of the whole, which by race, tradition, climate and the nature of its products and industries, it was best fitted to make. The infinite diversity of the Empire's climates and natural resources, and the complementary character of these resources and activities, form the raw material of such a trade philosophy. Its realisation, however, is full of difficulty, and of these the chief is the "change of heart" in economic matters which would be necessary both in Great Britain and in the great self-governing Dominions. The prosperity of the United States is the great object lesson from which such a conception draws its argument of fact. In that great territory there are many climates, many types of natural resources, and great diversity of production. Throughout that huge area with its population of 120,000,000, there are no tariffs or restrictions of trade. Labour, capital, and industry are mobile, settling where the work can be done to best advantage. Moreover, there is throughout the United States a high standard of living, and a demand for betterment that expands quickly to the opening up of new resources and improvements in method of production. The population is keen-witted and energetic, speaking, most of them, the same language and living within the same kind of social and political institutions. To this combination of facts, beyond dispute, the prosperity of the United States is due.

A well known figure at the Kowloon Course, prior to the taking of his second at the third hole, threw off his hat, rolled up his sleeves, loosened his shirt collar, stamped on the ground with both feet, changed his mind twice as to what club he should use, told his caddy to watch the flight of the ball, coughed, shouted "Fore," and then let fly. The ball remained stationary, and spectators were astonished at what that well known figure said when a large clod of turf flew into the air, and hit a Chinese passer-by, plump in the middle of the back.

At the 19th hole a member recorded that whilst he was home on leave played on a well known Scottish course where there is a high wall to the right of the fairway of the 1st hole. He drove off after lunch and sliced very badly—his ball hit the wall "smack," but returned to the fairway, and he heard his caddy mutter "The devil aye tak's care o' his ain."

The number of members and friends present at the "Farewell to Sandy" on Thursday last at the Y.M.C.A. was indeed worthy of the occasion. The major part of the British population of Kowloon was there, and both the dinner and the concert were very successful.

Members of the Y.M.C.A. are greatly annoyed by the frequent thunders of the locomotives in the station in front of the building. Must all this noise be made outside the Y.M.C.A.?

The gentleman who, as indicated in our last edition, returned from the Kowloon Golf Club clad only in a long mackintosh and puttees, will shortly be allowed to return to the Colony.

July 31, 1924.—Low level electric tramcars started off Shunting.

August 1, 1894.—China and Japan declared war.

August 2, 1922.—Swallow struck by severe typhoon.

August 3, 1923.—Mr. Frederick T. Keay, Health Officer of Port Hong Kong, retired.

Overheard on the ferry:—  
1st Passenger: "I guess this Kowloon claming heat is unbearable. In my home town it is real hot, it is dry, and you can stand it."  
2nd Passenger: "I guess that reminds me. During the War I heard

**A "QUIET" NIGHT****In Midst Of Madding Crowd****NOCTURNAL BABEL**

Oh! for the vast open places, the peace and quiet of the fragrant country beyond the "Picnic Factory" on the Castle Peak-road—but, alas! fortune has decreed otherwise and I must remain in that, shall I say salubrious, quarter of Kowloon, which on this occasion must remain nameless. Suffice to say, it lies, as all advertisements pertaining to hotels, boarding houses, etc., which have accommodation to let on the Peninsula, usually state, "five minutes from the Star Ferry."

Here in the "quiet" evening hour I place my head on my pillow to rest a tired brain after the hard day's work, and I try to get forty winks before my second inoculation "jab" takes its usual effect, but, alas! those boxes with their "silent motors" burst forth and I am compelled to listen to all the latest fox-trots, organ solos, etc., from a countless assortment of gramophones which I am sure range from portables to "baby grands." To the west lies a block of beautifully arranged flats which seem to possess a countless host of the aforementioned machines. Their repertory is of a higher order and their renderings more generous and lengthy, pealing forth to the anguished ear with unremitting fervor.

My every mood is catered to, though not always applicable to the moment, but, by plugging one ear with cotton wool I can "change over" from the sad story of how poor "Crumit" "Learned about Women from Her" and listen in to "ZLO" clamouring for audience amid the babel.

Two nights a week a "bunch of the village lads" go crazy and blossom forth in a form of harmony, anything but second to none, with such old staggers as "Nellie Dean," etc., which were very popular in those days "when men were men and life was but a single thread—to live again and to drink again with a man whom you thought was dead," and so the night drags on until the time when the "melodious" tenor bursts forth into song plus the loud pedal. Later, the youthful motorist must have his say, and he starts up his "dud" cycle, with exhaust full open, at the unearthly hour of 2 a.m.

To crown all, there is the regiment of cats who air their matrimonial views at all hours of the night—and believe me, they do work overtime!

Yet I don't complain about the unfortunate babies who are bothered with their teeth; they can't help it, and their efforts to drown their sorrows in sleep must be all in vain.

Early on Sunday morning, usually about 6.30, an organ peals forth its melancholy notes. It is not a case of the Lost Chord "where I strike one note of music" but a series of notes combined, which one soon recognises as "Abide with me."

Now, dear reader, do you wonder at my longing for the open places and the quiet solitude of the fragrant country? What I want is a silent air gun to rid this quarter of Kowloon of its nocturnal pests.

By the way, can you guess this locality?

—INSOMNIA.

**KOWLOON GOSSIP**

Although the Kowloon versus Happy Valley match was a counter attraction, there was a fair number of members out at the Kowloon Course last week end. The course was reported to be in good condition, although the fairways were marshy in places. Probably the best shot recorded was Mr. A. Tate's 25 yards hole out at the ninth.

A well known figure at the Kowloon Course, prior to the taking of his second at the third hole, threw off his hat, rolled up his sleeves, loosened his shirt collar, stamped on the ground with both feet, changed his mind twice as to what club he should use, told his caddy to watch the flight of the ball, coughed, shouted "Fore," and then let fly. The ball remained stationary, and spectators were astonished at what that well known figure said when a large clod of turf flew into the air, and hit a Chinese passer-by, plump in the middle of the back.

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Down with Imperialism. Long live the Third Internationale!

The above was included in a charge heard at the Central Magistracy yesterday against a Chinese, described as a house "cooile" of No. 196 The Peak, of writing seditious literature on a transformer box at Jardine's Bridge, The Peak. Accused was also charged with damaging the box.

The case was remanded until to-morrow.

**TENDERS ACCEPTED**

It is notified that the following tenders have been accepted:—  
The Netherlands Harbour Works Co., Ltd., of 97, Des Voeux-road Central, Hong Kong, \$18,023.75 for Construction of Rubble Foundations for the Cross Harbour Pipe Line. G. N. No. S. 192—Measures. Mr. Yiu: Time \$3,400/44 for the construction of a New Siding at Fanling Railway Station.

HONG KONG & DIRECTORY  
1929  
NOW ON SALE  
AT THE  
DOLLAR DIRECTORY CO., 2A, Wyndham Street.  
AND AT  
Whiteway, Laidlaw & Co., Ltd., Brewer's,  
Hung Cheong, 66, Nathan Road, Kowloon.  
H.K. & Kowloon Ferry Wharf Store, Kowloon.  
H.K. & Kowloon Ferry Wharf Store, Hong Kong  
Peak Tram Station Store, Low Tram Station  
Lee Tse, 12, D'Aguilar Street  
Excelsior Co., 5, D'Aguilar Street.

# Hongkong Sunday Herald.

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11

HONG KONG. SUNDAY, JULY 28, 1929.



DINNER AND RECEPTION.—At the Ku Ping restaurant on July 21, when the South China Athletic Association entertained the baseball team of Meiji University, on a visit to Hong Kong, after a tour of America and Europe begun in March. Hong Kong were no match at baseball for the skilful Japanese. (K. Fujiyama)



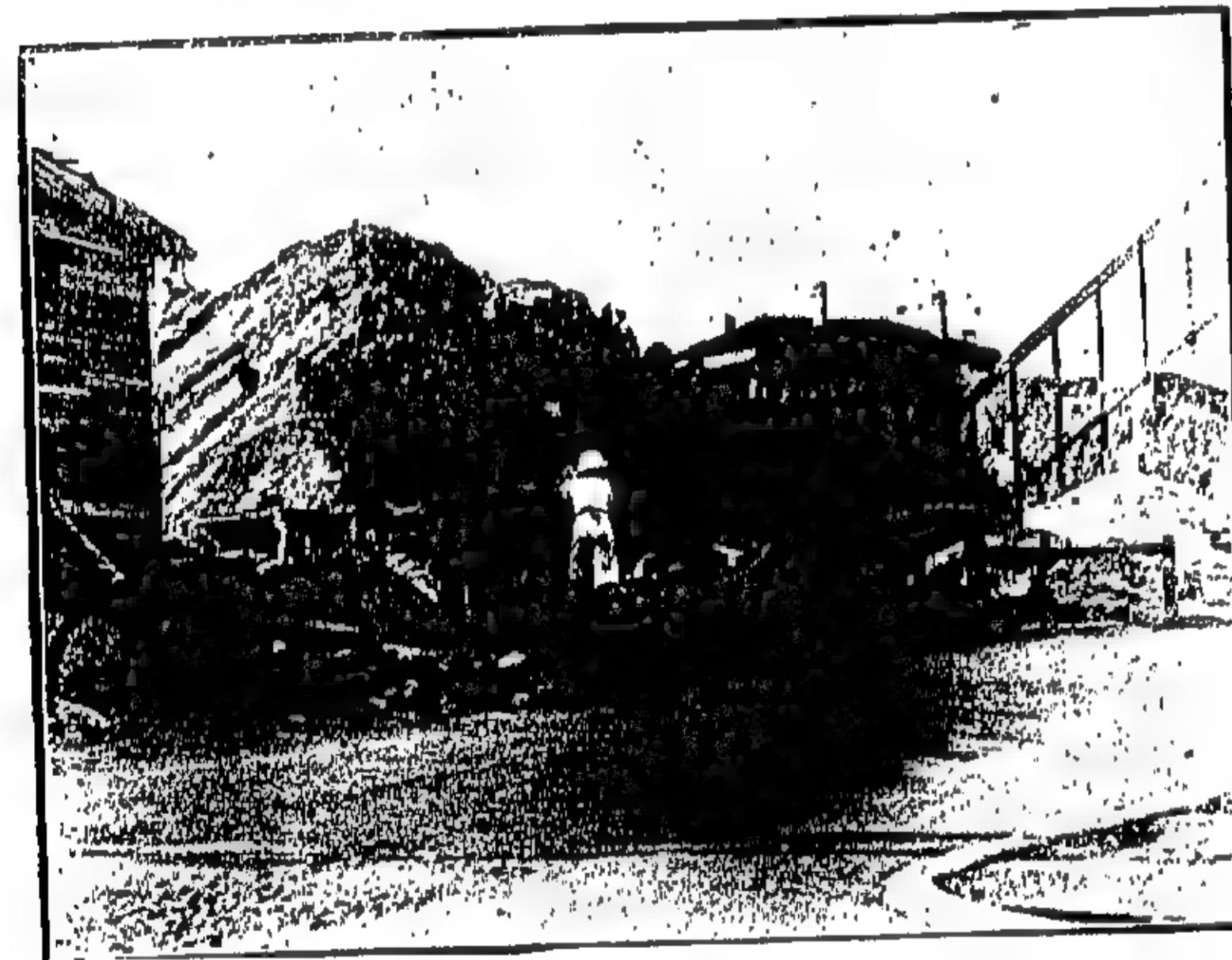
Lt. J. R. Laing, late Welch Regt., and Miss Marjorie Ruth Exham, daughter of Col. F. S. and Mrs. Exham, who were married in St. John's Cathedral on Monday. The reception, at No. 373, the Peak, was very fashionable.—(K. Fujiyama)



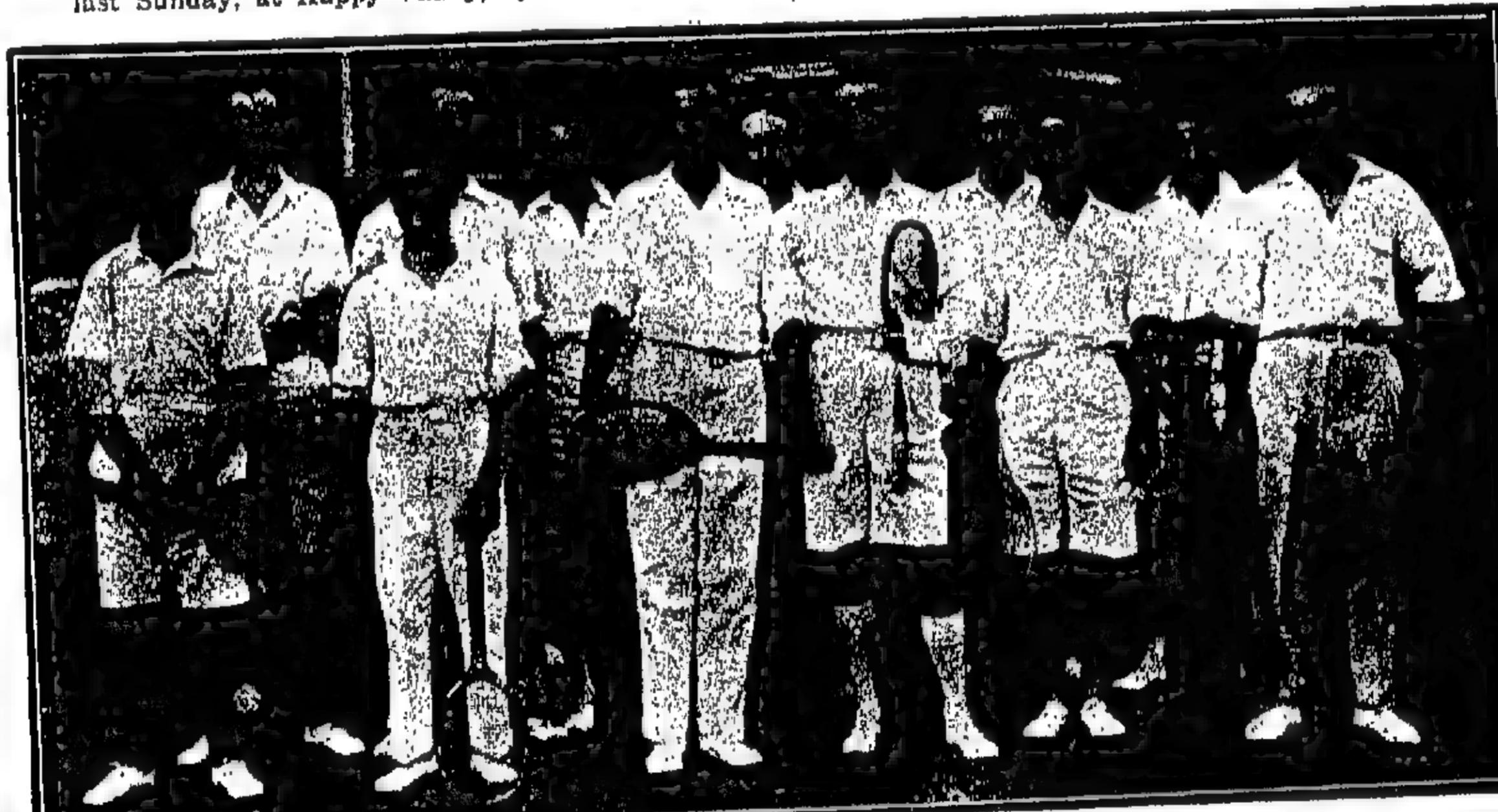
TENNIS LEAGUE MATCH.—In division "B" on July 20, when the European YMCA, on their courts at King's Park, lost to Nippon Club (three sets to six). Above, the two teams. (K. Fujiyama)



MEIJI UNIVERSITY BASEBALL TEAM.—The Japanese "cracks" who defeated "All Hong Kong" last Sunday, at Happy Valley, by 17 runs to nil.—(K. Fujiyama).



A NEW HONG KONG HOSPITAL.—Excavating work in progress on the site at the Peak of the new hospital or nursing home which is to serve us in Hong Kong's war memorial.



UTILITY COMPANIES' SPORT RIVALRY.—Teams of six a side from Hong Kong Tramways, Ltd., and the Hong Kong Electric Co., Ltd., met in a lawn tennis match at the Cragengower Cricket Club last Sunday. The Tram Co. won.—(K. Fujiyama).



AMERICAN MEMBERS OF "FOURTH ESTATE" ENTERTAINED.—The party of American journalists visiting China were guests of honour at a large dinner given in the Winter garden of the China United Apartments by the Chinese Ratepayers' Association of the International Settlement of Shanghai. Mr. Wang Shao-lan, who presided, delivered an interesting address of welcome to which appropriate responses were made by the distinguished visitors.—(C. H. Wong Studio).



DRAGON-CHENALLOY WEDDING.—Bride and bridegroom being showered with confetti on leaving St. John's Cathedral on July 20 (upper picture), below, the happy couple entering their car.—Photos by courtesy of Hong Kong University Amateur Photographic Club.



MISGUIDED INGENUITY AND ART.—The twisted banyan tree "brought up" in a strange manner by Chinese gardeners and, in left centre of foreground, artificial birds made by Chinese plasterers, one of many scenes of wonder at Lee Garden, East Point.



GWEN LEE.—One of those appearing in "The Baby Cycle," at the Queen's Cinema to-day and to-morrow.



TIFFIN PARTY TO FRENCH MINISTER.—M. Comte de Martel, French Minister to China, was guest of honour at a tiffin party given by Mr. S. K. Chen, Director of the Shanghai Office of the Ministry of Foreign Affairs, at No. 820, Avenue Joffre, Shanghai, the private residence of Mr. Chen Hauch-chai, comprador of Messrs. Butterfield and Swire. The tiffin was attended by many prominent Chinese and French officials and merchants, including a number of ladies.—(Ah Fong).

## PERIODIC PAINS RELIEVED



Pains and discomforts of monthly interference are promptly removed by two tablets of

**'EUMENOL'**  
MERCK

An ideal remedy for the tropics.  
Your doctor recommends it.  
In bottles of 50 and 100 sugar coated tablets.  
Obtainable from all dispensaries and stores.

## TYPHOID PREVENTION

That impure milk is responsible for TYPHOID is a known fact but let us drop you a hint, be immune from this kind of disease by using or drinking only

**BEAR BRAND**  
**STERILIZED**  
**NATURAL SWISS MILK**

which not only satisfies you but also gives security.  
Obtainable from all leading grocery stores.

A. B. MOULDER & CO., LTD.  
Sole Agents for Hong Kong and South China.



FAMOUS DOG FILM "STAR"—Rin-tin-tin, in one of many thrilling episodes in "Tracked by the Police," which will be the featured attraction at the Star Theatre, Kowloon, from Thursday to Saturday.

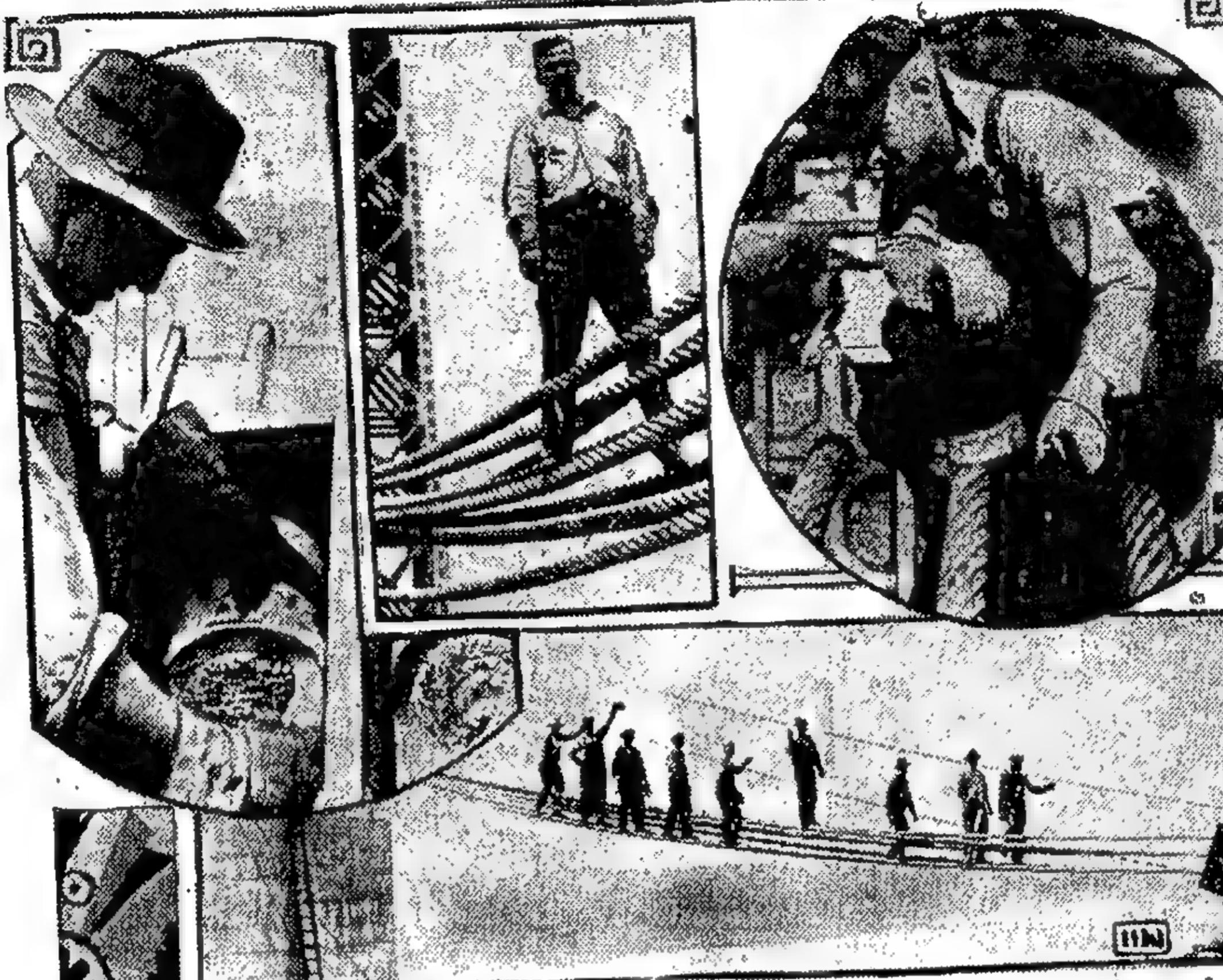
# ROUND THE GLOBE IN PICTURES



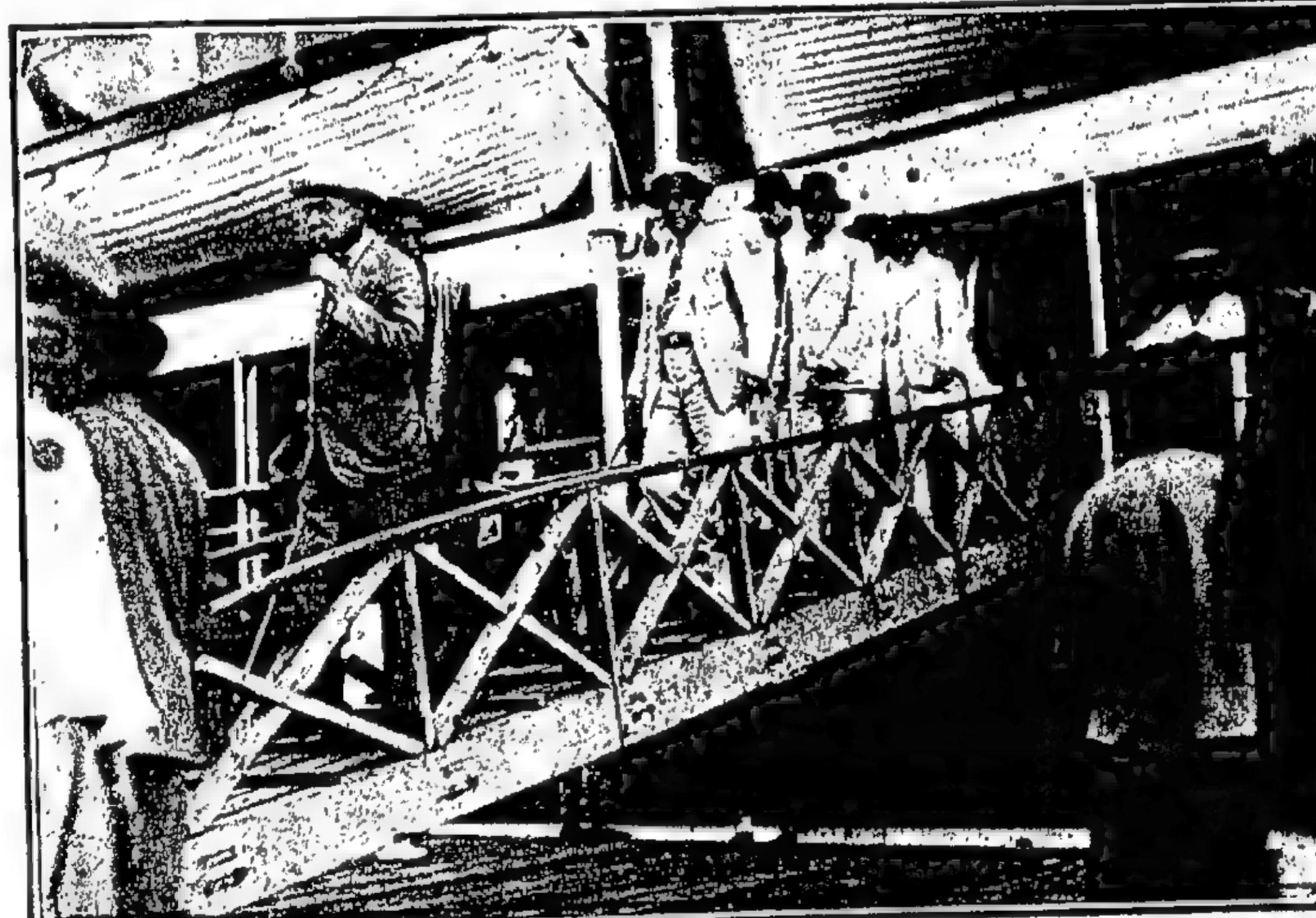
On left.—Chinese Radio School Opens.—The official opening of the new Shanghai and Woosung Radio School at No. 74, Route des Soeurs, Shanghai, was recently celebrated and was largely attended by representatives from various Chinese commercial, political and educational organisations. Mr. Chang Fan, Principal of the new School, presided at the dedication.



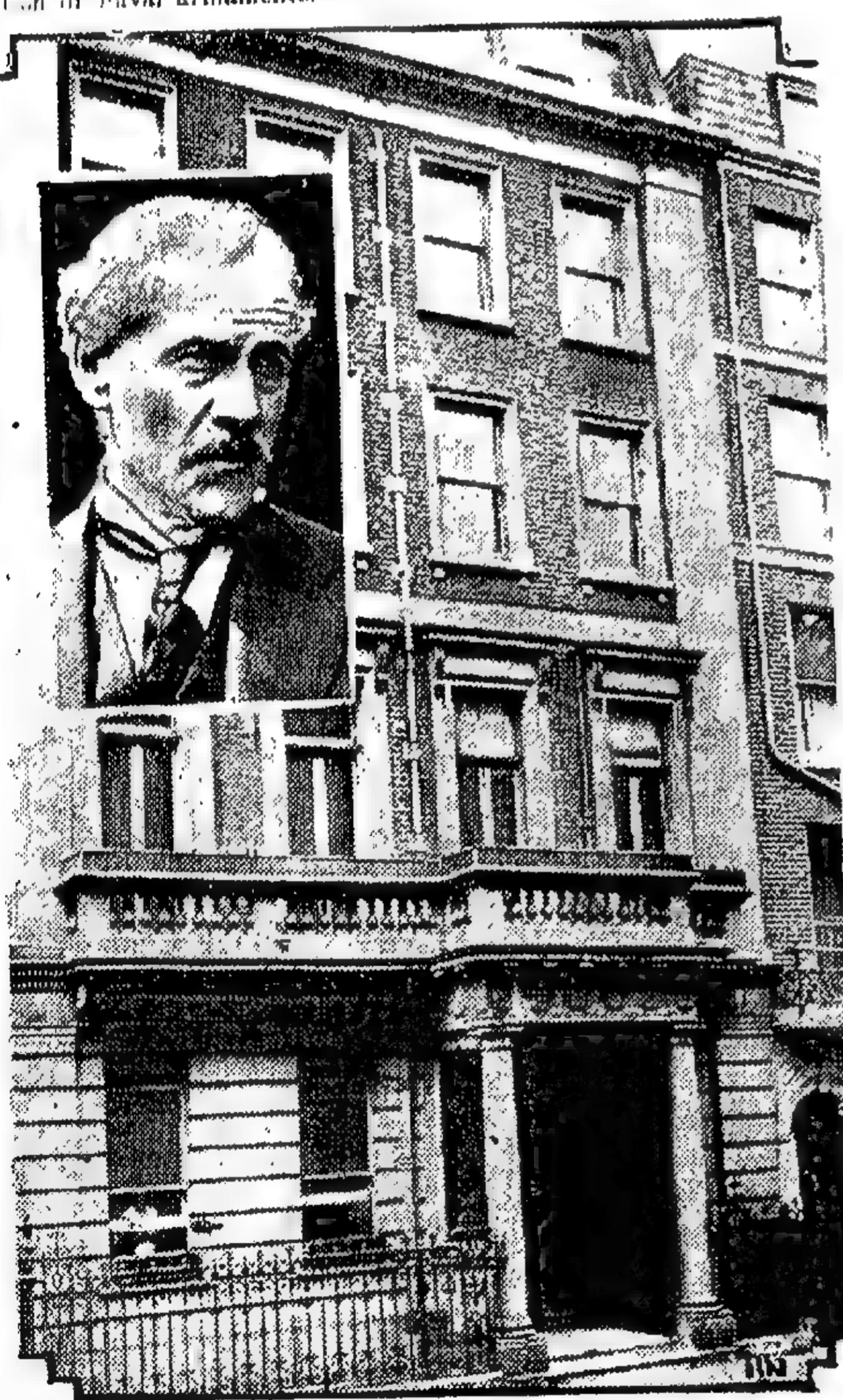
Naval Reduction Talk.—With the arrival of Ambassador Gibson from Brussels the naval reduction conference entered another phase. Ambassador Gibson sat in the 1927 conference at Geneva and Ambassador Dawes, left, to London, and after shaking hands they held their now famous talk regarding the reduction of naval armaments.



Giant Span Across Hudson River.—A slim footbridge reaching from shore to shore of the Hudson River between New York and New Jersey is the first step in the final span which will carry thousands of motorists between the two States. Upper left shows one of the engineers examining the anchorage of one of the cables supporting the footbridge. James Bowers, centenarian bridge worker, has taken 150 feet during his lifetime but that doesn't stop him walking the swaying cables over the rivers as do some of his bold companions below. Among the engineers on the great span is Lieutenant R. L. Hill, right graduate of West Point, who is gaining excellent experience working as a labourer.



American Newspaper Men Arriving in Shanghai.—Representatives of twelve leading newspapers of the United States, who are making an unofficial tour of the Far East, photographed on the s.s. "Sakaki Maru."—(C. H. Wong Studio).



Mr. Baldwin's New Home.—This is No. 10 Upper Brook Street, in London, which is occupied by Mr. Stanley Baldwin, ex-Prime Minister, since he moved from No. 10 Downing Street. Ramsay MacDonald, present Prime Minister, inset, with his daughter, Isabel, as hostess, has taken over the residence of the Prime Ministry at No. 10 Downing Street.



Lindy and Anne Morrow Lindbergh.—With all those planes around, Lindy just couldn't resist the temptation and it didn't take much coaxing to get the former Anne Morrow to fly, either. Here are the two love-birds just before taking to the air at Mitchel Field, L.I.



On left.—Reception to Educational Commission from Mukden.—The Educational Commission of Mukden went to Shanghai on their tour of investigation of educational development in the South. In Shanghai, the Commercial Press, Ltd., entertained the Commission at a reception held in the Winter Garden of the China United Apartments. The Commission is headed by Mr. Wang Hsien-yih. Dr. Hu Shih was also present as a guest. Mr. Wang Yun-wu presided on behalf of the hosts.—(Chung Hwa Studio).



## Health is in danger when gums break down

Too many men and women ignore the fact that sooner or later they may pay the price of neglect. They brush their teeth faithfully and feel secure. Yet, health, youth and beauty slip away. And here's the reason:

Tooth are only as healthy as the gums. And gums must be brushed daily, morning and night, if they are to resist such dread diseases as Pyorrhoea, Gingivitis, Trench Mouth. When once contracted only dental skill can stem advance of these diseases.

## Forhan's for the gums

★ 4 out of 5 people at forty and thousands younger pay the extravagant price of neglect.



IF YOU ARE TOO BUSY TO WRITE HOME — DON'T

Just Post a Copy of the  
**"OVERLAND CHINA MAIL"**  
which gives all the News there IS—  
Both Local and Coastal

Better than One Hundred Letters  
SINGLE Copy ..... 25 Cents.  
Subscription for home (including postage).  
One Year, \$15; Six Months, \$7.50; Three Months \$3.75.

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Used and endorsed by all  
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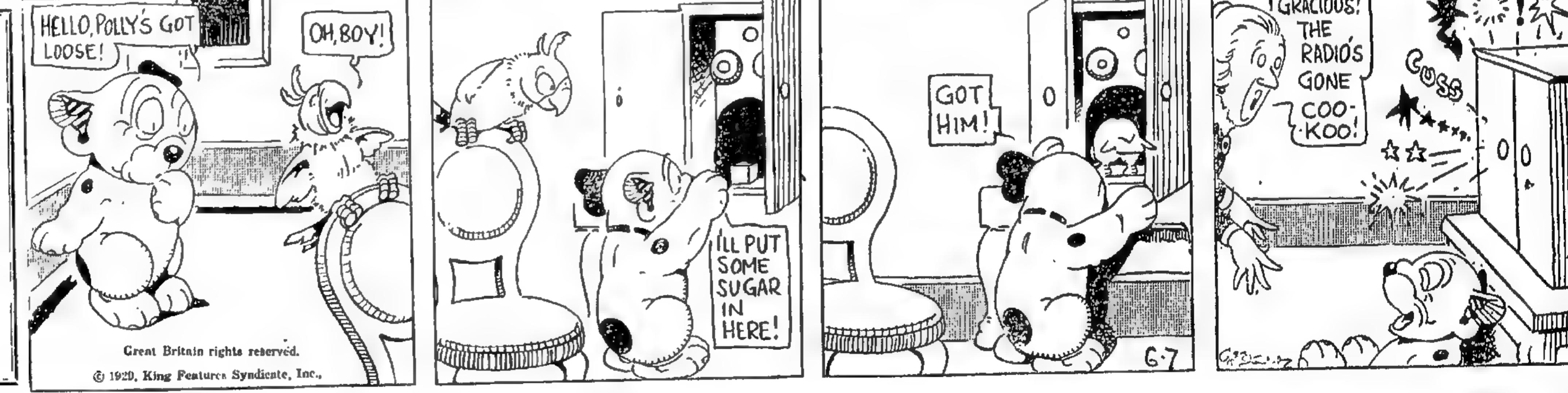
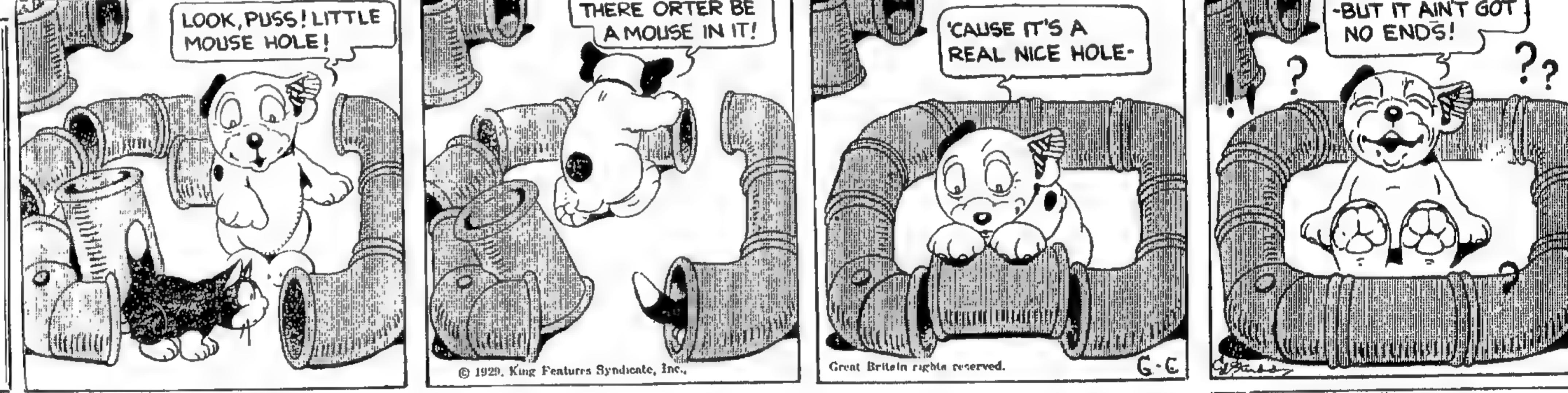
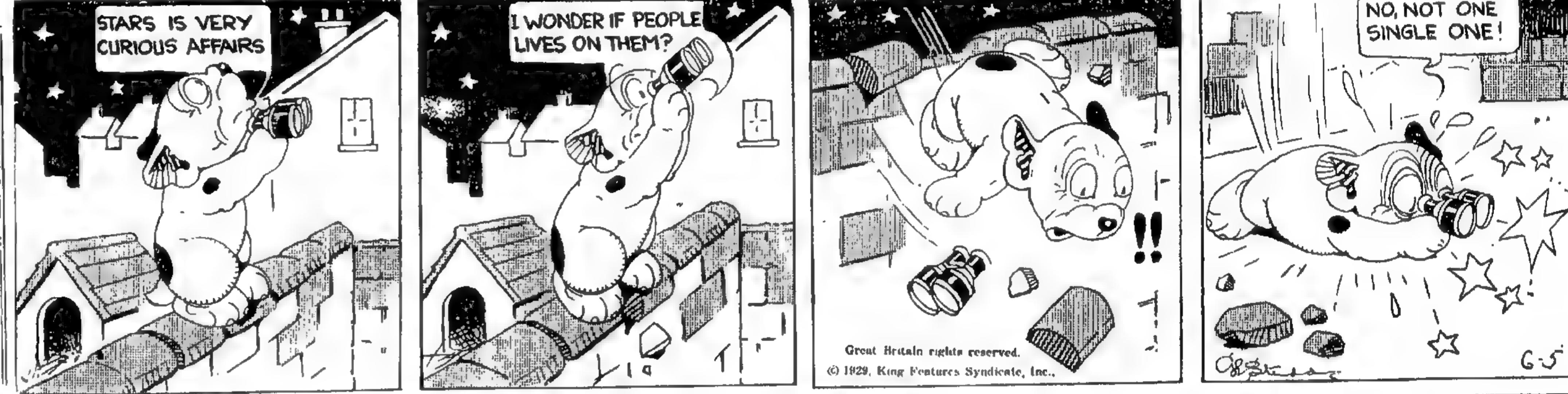
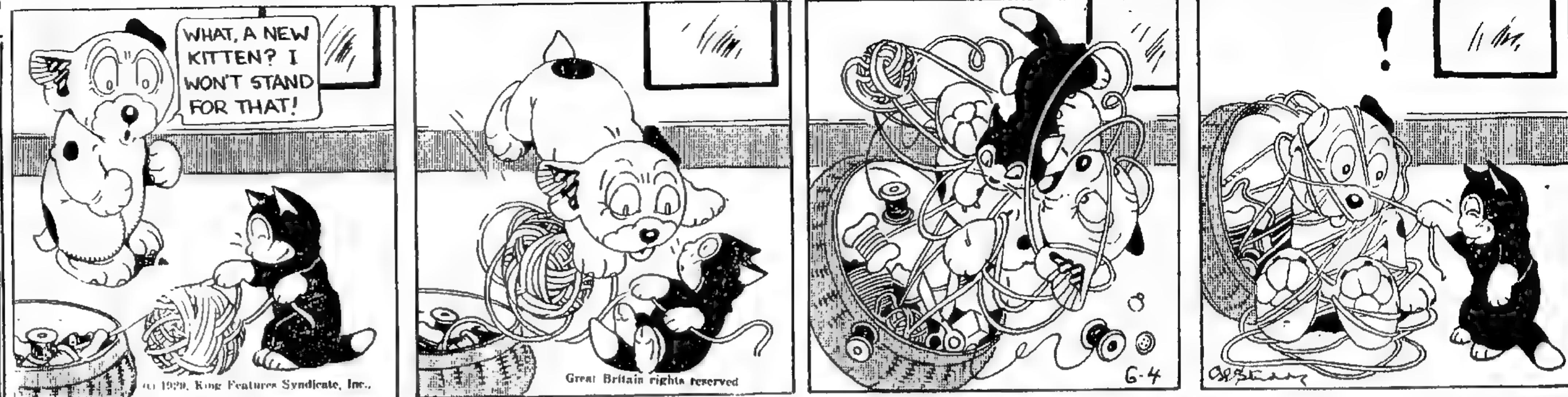
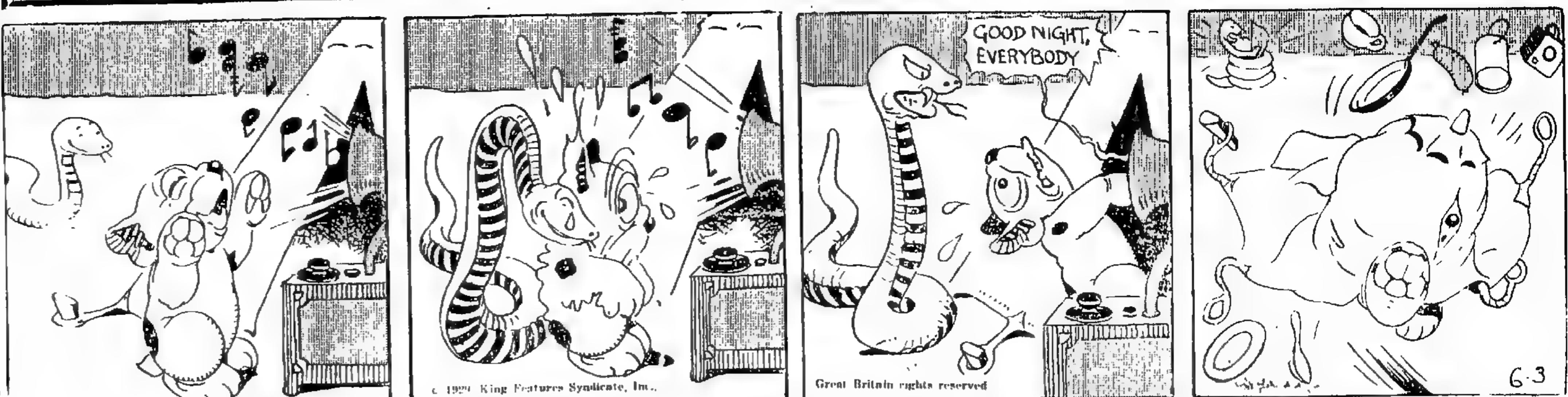
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Chater Road.

A GORGEOUS cluster of fragrant  
blooms is a peerless token . . .  
And flowers from the Clover Shop  
carry an implied compliment:

THE CLOVER FLOWER SHOP

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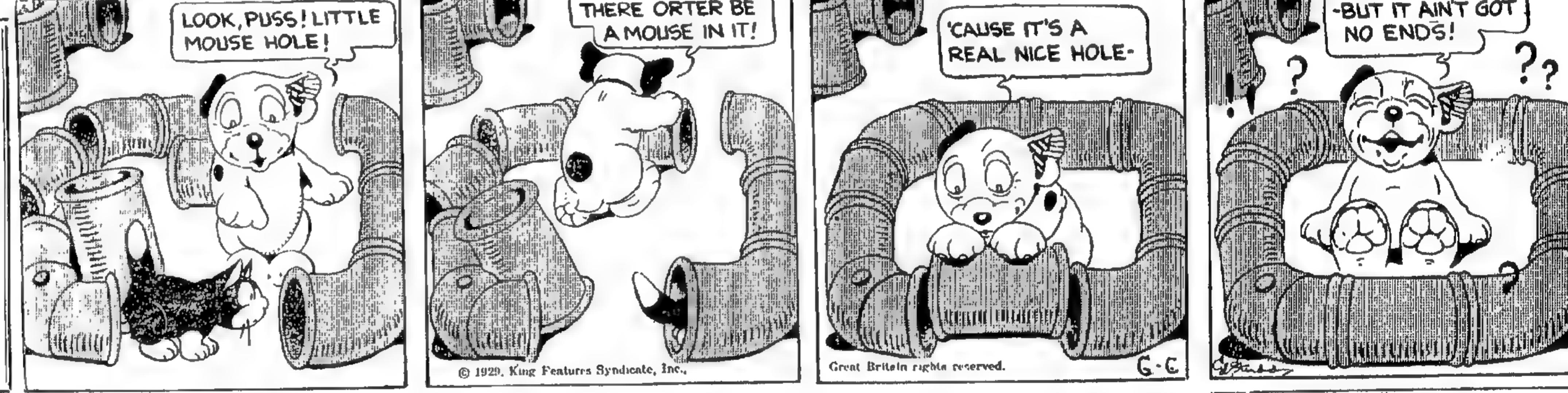
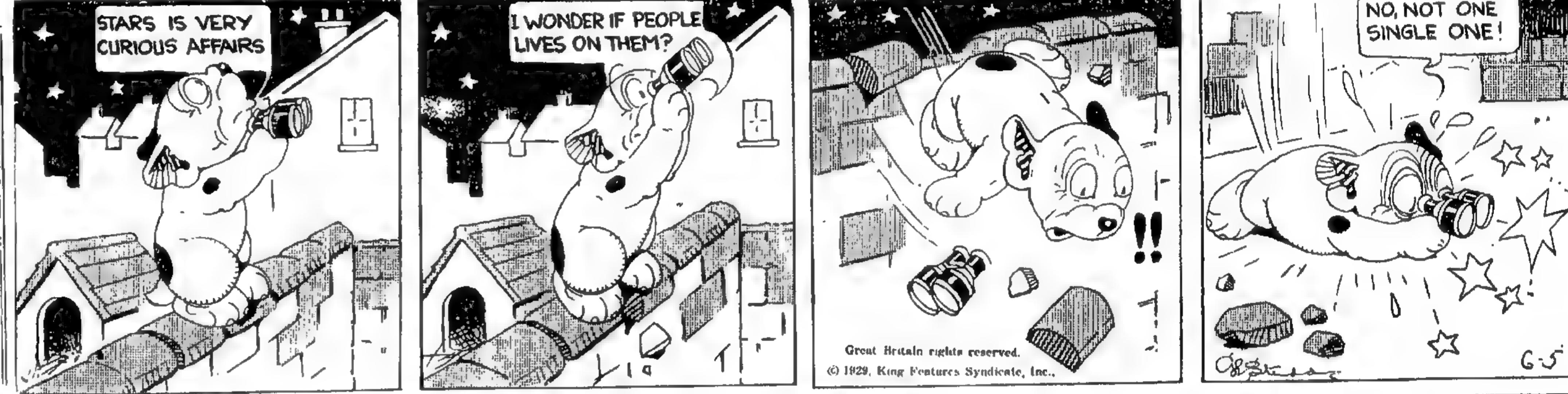
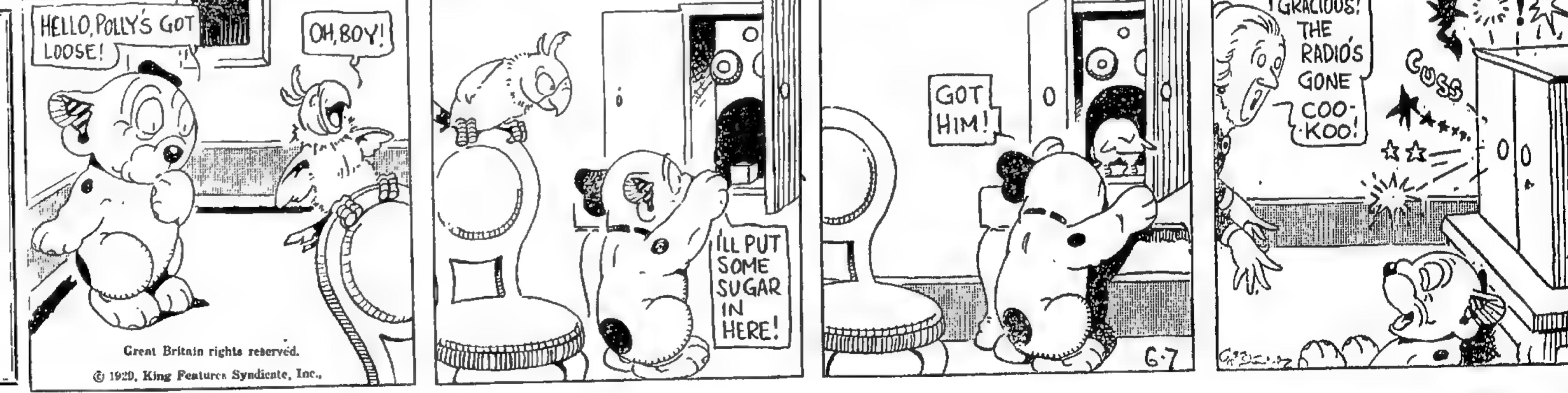
**THE PRINCE'S CAFE**

FOUNTAIN LUNCHES . . .  
Cooling drinks, dainty sandwiches and salads. Quick service and inviting prices make this a popular place to have tiffin every day.

CONFECTIONERY, CAKES, ETC.

18A, Queen's Road Central  
NEXT TO KAYAMALLY Bldg.**ELECTRICAL ENGINEERS**ELECTRIC MOTORS, LIFTS,  
PRIVATE PLANTS,  
X-RAY APPARATUS.

Installed, Overhauled and Repaired.

ELECTRIC SUPPLIES STOCKED  
LOWCOCK & HOChina Building,  
Queen's Road C.  
1st. Floor**La Mode Beauty Shop**FOR  
LADIES and GENTLEMEN.Hairdressing and Manicure  
by Expert Operators in  
Hygienic Surroundings.TO BE WELL GROOMED, PAY US A VISIT  
39A, QUEEN'S ROAD CENTRAL. 1st Floor.  
Entrance Pandora.

**THE FINEST  
SIGHT  
IN HONG KONG**

**WHITEAWAYS****SALE****STARTS TO-MORROW**



## MARION DAVIES

in her greatest screen romance!

BEVERLY OF GRAUSTARK  
*With*ANTONIO MORENO, ROY D'ARCY.  
A GORGEOUS TALE OF  
ROYAL INTRIGUE AND  
YOUTH'S DREAM OF LOVE!  
From the famous story by

GEORGE BARR MCCUTCHEON

AT THE

STAR

TO-DAY AND  
TO-MORROW

To-day at 2.30, 5.30, &amp; 9.20. To-morrow at 5.30 &amp; 9.20 only.

## MOVIELAND

The Week's Films At  
A Glance

## QUEEN'S THEATRE

(At 2.30, 5.15, 7.15 & 9.20)  
To-day and To-morrow—  
"Beverly of Graustark," a  
romantic comedy, with  
Antonio Moreno, Roy D'Arcy,  
Marion Davies and a large support-  
ing cast.Tuesday and Wednesday—  
"New Year's Eve." A con-  
versation drama on the theme  
of the mid-world. Starring  
Mary Astor, Earle Foxe,  
Theresa Harris, Saturday—  
"Our Dancing Daughters." An  
ultra-modern story of  
youth, life and the ex-  
citement of the most  
famous settings ever film-  
ed. Starring Joan Crawford,  
John Mack Brown, Nils  
Asther, Shirley Gordon,  
Dorothy Sebastian and Anita  
Page.

## WORLD THEATRE

(At 2.30, 5.15, 7.15 & 9.20)  
To-day to Wednesday—Charlie  
Chaplin in his famous comedy  
masterpiece "The Circus," a  
picture that has been hailed  
as the famous comedian's  
greatest achievement.Thursday to Saturday—  
"Buster Keaton in his great comedy,  
"Steamboat Bill, Jr." With  
Ernest Torrence and Marion  
Byron.

## STAR THEATRE

(At 5.30 & 9.20)  
Matinees Every Saturday and  
Sunday at 2.30 p.m.To-day and To-morrow—"Beverly  
of Graustark," a glittering  
romance of royal intrigue.  
With Marion Davies, Antonio  
Moreno and Roy D'Arcy.Tuesday and Wednesday—"13  
Washington Square," a  
splendid mystery thriller.  
Starring Jean Hersholt and  
Alice Joyce.Thursday to Saturday—"Tracked  
By The Police." A gripping  
adventure story, with Rin-Tin-Tin  
and a large cast of players.Charles Spencer Chaplin was  
born in London. His father was  
noted for his singing voice and  
musical knowledge. He died at  
the height of his career. Charlie,  
at that time, being a mere child.  
Charlie's mother is still alive.Tuesday's attraction at the  
Queen's.

## The Cinema Page

## CHARLIE CHAPLIN

"The Circus" Returns To  
Hong Kong

Charlie Chaplin's comedy, "The Circus," which is to be screened at the World Theatre from today to Wednesday, has been described as being the little man's greatest triumph. "The Circus" presents Charlie in the guise that first won him fame—a tramp attired in baggy trousers, with ill-fitting coat, trick derby and cane. Shortly after the opening scene he is "planted" with a stolen pocketbook and an exciting chase follows which leads him into a circus. Here his comical antics in trying to escape the pursuing "cop" bring the house down. Later he is engaged, ostensibly as a property man but really as the hit of the show, his blundering methods being a source of unending delight. Meanwhile a romance has developed between the tramp and the brutal circus proprietor's daughter, charmingly played by Charlie's latest "find," Myrna Kennedy. Then comes a handsome rival in the person of a tight-rope walker. Thereafter the story gathers fresh impetus, reaching a thrilling climax when the tramp performs the tight-rope act himself. "The Circus" is full of quaint touches, full of droll incidents, full of delightful thrills. In short it is a picture that could have been made by only one comedian alive—by the supreme artist known and loved the world over as Charlie Chaplin.

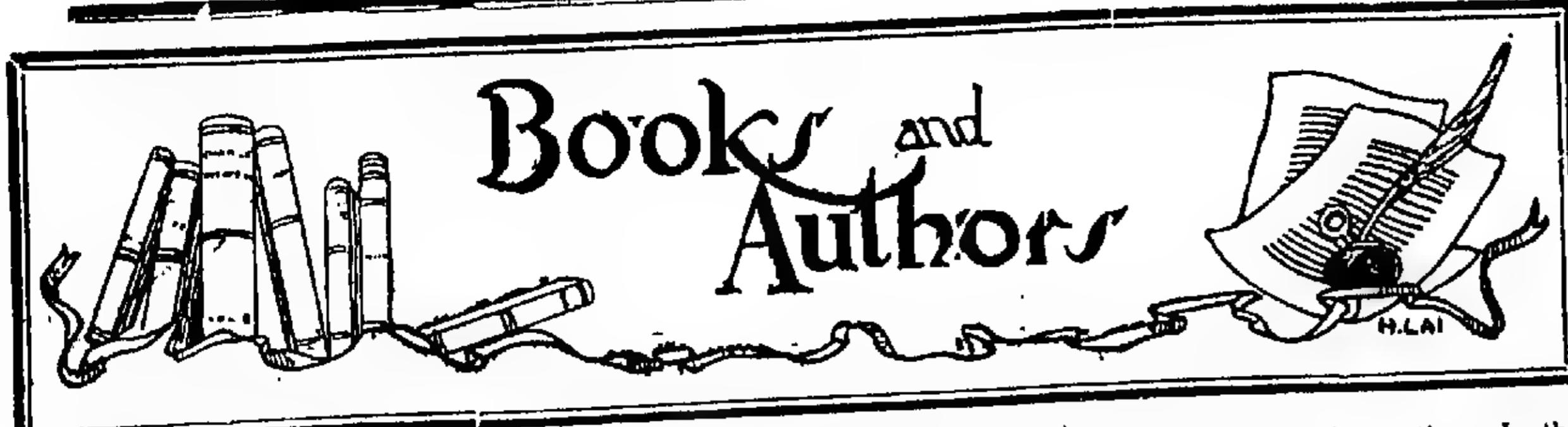
## A MYSTERY "THRILLER"

"13 Washington Square" for  
Star

Mystery thrills and laughs will all be found in "13 Washington Square," which will be the main picture at the Star Theatre on Tuesday and Wednesday. Jean Hersholt and Alice Joyce give two performances full of really human touches. Hersholt enacts the role of a thief who specializes in valuable paintings. He tries to rob a house owned by a wealthy woman played by Miss Joyce. The house is thought to be empty. But unknown to each other a whole lot of people enter. Before long all sorts of strange happenings are taking place and eerie events follow eerie event until the unexpected climax is reached. Besides any number of thrills, "13 Washington Square" is liberally sprinkled with laughs, many being provided by Zasu Pitts as the maid.

SUNDAY, JULY 28, 1929.

## THE HONG KONG SUNDAY HERALD.

**BLOODY ASSIZE****"Most Consummate Bully."**

[The Bloody Assize." By Sir Edward Barry. Ernest Benn. 21 - net.]

Mankind has a sneaking fondness for the morbid. The publication of a literary masterpiece or the announcement of a scientific triumph causes less excitement than the sordid details of the latest murder. Ask your ordinary citizen to name a Roman Emperor and he is almost certain to give you Nero; ask him who is the most famous of our judges and you are more than likely to get Jeffreys. That notorious judge will live for centuries in the pages of Macaulay. In chapter four of his great history Macaulay says of the bloody judge:

"Daily could he tell his prostitute and bawd, 'I'll cut out, and I'll seize his powers,' off, 'till they had come the next day, and then he was known in London as a 'Terror.' Ten years for others, and respects for himself were feelings above which were to be had. He accepted a boundless command of the rhetor in which the vulgar express lifted and carried. The profusion of maledictions and invective upon the wretched, who were compelled to stand before him, had been varied to the point of a boorish riddance. Impatience and ferocity sat upon his brow. The gaze of his eyes had a curse not far from the actual victim on whom they were fixed. Yet his brow and his eye were less terrible than the savage unities of his mouth. His yell of fury, as was said by one who had often heard it, sounded like 'the thunder of judgment day.' There was a diabolical savagery in the way in which he pronounced sentence on offenders."

**Attempts to Whitewash**

So much for the picturesque whig historian. On the other hand A. B. Irving and the Earl of Bunkin-head have made very unconvincing attempts to whitewash England's worst judge. Now comes Sir Edward Parry, who makes a heroic effort to treat the subject with judicial impartiality.

In his latest book, "The Bloody Assize," Sir Edward gives clear-cut vignettes of the three principal actors in that tragedy, Titus Oates, the Duke of Monmouth, and George

Jeffreys. The vivid stories of Roman Catholic machinations shouted and broadcast by Oates, though highly coloured and greatly exaggerated, were largely founded on fact as subsequent events unhappily proved. About the enigmatical Oates Judge Parry says: "There are three degrees of perjurers — the liar, the damned liar, and the expert witness. Titus Oates belongs to all these classes but essentially he was an expert witness."

As becomes a judge, Sir Edward Parry is not prejudiced against the rogues and weaklings he portrays. He does his utmost to give each one a fair deal. He gives them more credit than the ordinary layman feels inclined to grant the plunders from a doomed ship the Jesuits and James left the country they had blighted. As the author remarks about the landing of Dutch William: "It is good to let the curtain fall on the defeat and mortification of the forces of evil, and the triumph of right."

But one of the chief rats did not get away, and even two hundred and forty years after the event it is pleasing to know that the monaster who had made Dorset and Somerset a shambles was caught at Wapping, disguised as a common sailor with his tell-tale eyebrows shaved away. In this book and in Macaulay's history we get vivid accounts of the fiend's terror of the Infurated mob who wanted to lynch him. Never had any of his terrified victims displayed more abject fear. Like most bullies he proved himself a grovelling coward. He was in convulsions of terror, he wrung his hands and screamed to his guards: "Keep them off, gentlemen! For God's sake, keep them off!"

"Drunk, disease and despair were his last companions in his dungeon. His enemies showed him a monkey and his master James would have scoffed at, else they would have dragged the dying brute out of his bed and hanged, drawn, and quartered him for the pleasure of a holiday mob. He lingered on until April 18 of the next year, and was buried in the Tower chapel, in the next grave to Monmouth."

Again on page 233 we have:

"The admission of Jeffreys that he and James had discussed the details of the coming execution

[Alice Lisle] is interesting. In the days of their disgrace both those wretches, who had jointly planned the massacre in the West, sought to lay the blame on each other's shoulders. But they were both of them equally guilty in act and intent. They planned this reign of terror for political and financial ends; they shared the plunder and enjoyed the cruelties they committed, and both are equally entitled to the hatred and contempt of mankind."

**Travesty of Justice**

To be accused meant death, transportation or an enormous fine. Both Jeffreys and the King made huge sums. And so the execrable travesty of justice went on till William of Orange landed in Devon and saved the liberties of the English people. Then like rats from a doomed ship the Jesuits and James left the country they had blighted.

As becomes a judge, Sir Edward Parry is not prejudiced against the rogues and weaklings he portrays. He does his utmost to give each one a fair deal. He gives them more credit than the ordinary layman feels inclined to grant the plunders from a doomed ship the Jesuits and James left the country they had blighted.

The Popish Plot

The first chapter deals with Lucy Walter, mother of the ill-starred Monmouth, and with the question of Monmouth's legitimacy. Chapters two and three give the early careers of Oates and Jeffreys.

Then comes the Popish Plot which raised religious intolerance to fever heat and made possible the horrors of Jeffreys' circuit in the West. After that the book is an appalling kaleidoscope of injustice, blasphemy, sycophancy, peculation, torture, bullying, beheading, and transportation. As bad as any of his satellites was the sinister James II, the hard hearted tool of the Jesuits. On page 193 of this book we read:

"James II, and his Chief Justice [sic], were both men of naturally cruel natures, and like all sorts of narrow outlook, limited intelligence, and overweening conceit, firmly believed in massacre and terror as instruments of government." The western circuit was certainly far more of a campaign than an assize, and never aspired for a moment to be an instrument of truth. At the back of the King's dull mind he seems to have thought that a campaign of massacre would make his throne secure and enable him to start upon bringing in Papist rule without interference.

Again on page 233 we have:

"The admission of Jeffreys that he and James had discussed the details of the coming execution

**SHAKESPEAREAN****Words And Idioms Coined**

[From "Shakespeare's English." By George Gordon, S.P.E. Tract No. XXIX. "Oxford: Clarendon Press." Price 2s. 6d.]

There must be many words and idioms first recorded from Shakespeare's writings which he was not in fact the first to use, however his sanction may have recommended them. Yet when all admissions are made the record for one man is still enormous. Among the expressions first known to us from Shakespeare, because he either coined or introduced them, I note these: aerial, auspicious, assassination, bare-faced, bump, castigate, clangor, compact (sb.), compunctions, conflux, control (sb.), countless, critic and critical, crooked, denote, disgraceful, distrustful, dog-wearied, what the Dickens, dwindle, dress (sb.), ensconce, eventful, exposure, fair play, fancy-free, fitful, foppish, foregone conclusion, fretful, gibber, gloomy, gnarl and gnarled, heartsore and heartwhole, herblet, hurry, home-keeping, hunch-backed, ill-got and ill-starred, illume and relume, immodic, impartial, lack-luster.

Shakespeare was the first to make free use of this prefix, *lapse* (vb.), laughable, leap-frog, leer ("the leer of invitation"), lonely, lower (vb.), misplaced, monumental, outgrown (with many other outs, out-Herod Herod among them); this vivid cast of phrase is first illustrated in his works, pedant and pedantic, perusal, predecease, on purpose, repair (sb.), re-word, road in our sense and roadway, savagery, scamy ("the seamy side"), skimble-skamble, superfluous, sprightly, and sportive!

**EVOLUTION**  
**Ancestral Great Ape**

[From "Palaeontology and the Evolution of Man." By D. M. S. Watson. (The Romanes Lecture, May 4, 1928.) "Oxford: Clarendon Press." Price 2s. net.]

"It seems certain that man has indeed arisen from an ancestral great ape, differing from the modern forms in his less intense brachiating specializations. . . . It is easy to

provide a mechanical explanation for all the proportional differences which separate man from an anthropoid ancestor free from great brachiating specializations. The smooth forehead and ape-like jaw of *Eoanthropus* (Piltdown) and the atraight femora of *Pithecanthropus* (Trinil Java) and Rhodesian man (Broken Hill) are primitive features derived directly from their ancestors, whilst the human form of the *Hidelberg* jaw, the great eyebrow ridges of *Pithecanthropus* and of Rhodesian and Neanderthal men, and the flattened and curved femur of the latter are advances produced by an evolution parallel to that which has produced the gorilla.

The brain of man is constructed on exactly the same plan as that of a gorilla, no structure visible to the naked eye or discoverable by the most refined microscopical technique in the one is absent in the other. The significant structure is that ordered arrangement of molecules which must exist within every cell of the nervous system. This structure will never be seen by us, but we may hope to determine its nature by the methods of physics and chemistry.

It is to the physiologist, and to the chemists, physicists, and mathematicians, whose methods he uses, that we must look for an understanding of the true nature of man's evolution. Only when man's activities can be expressed in terms of physics will the problem of man's origin reach its solution and that adventure of the spirit which is biology come to its close."

**BURNSIANA****A Book That Bored the Reviewer**

[Robert Burns and His Masonic Circle." by Dudley Wright; Cecil Palmer, 5 - net.]

Opposite the title page of this book we see the names of several volumes dealing with Freemasonry. We hope, for the readers' sakes, that they are more convincing and meaty than this one about Burns.

In this work the author is chiefly concerned with Burns the Freemason and not Burns the poet. But all the things said here relevant to the title could have been put into a short essay. Freemasons may find some of this volume interesting; non-Masons will

scarcely be impressed by any of it. Most of it is dreary reading with a great amount of obvious padding.

One of the best chapters, though even there we have an attempt to protect it, is the one on Burns's companions in the craft—Dugald Stewart, Henry McKenzie, John Ballantyne, Gavin Hamilton and many (too many) others.

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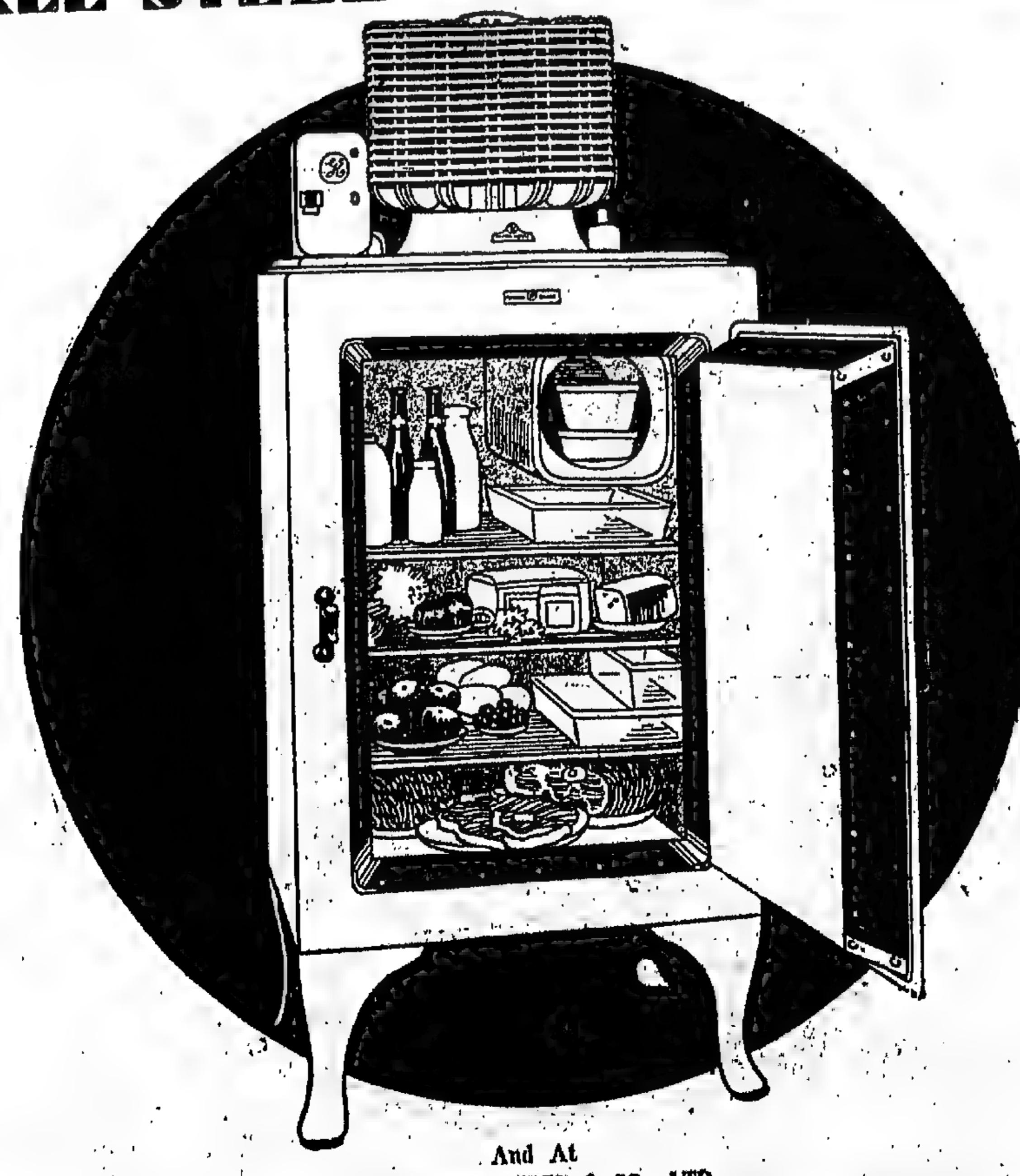
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#### LAST WEEK'S SOLUTION.

### PROGRESS IN PERU

#### 108th Anniversary Of Independence

#### HIDDEN TREASURES

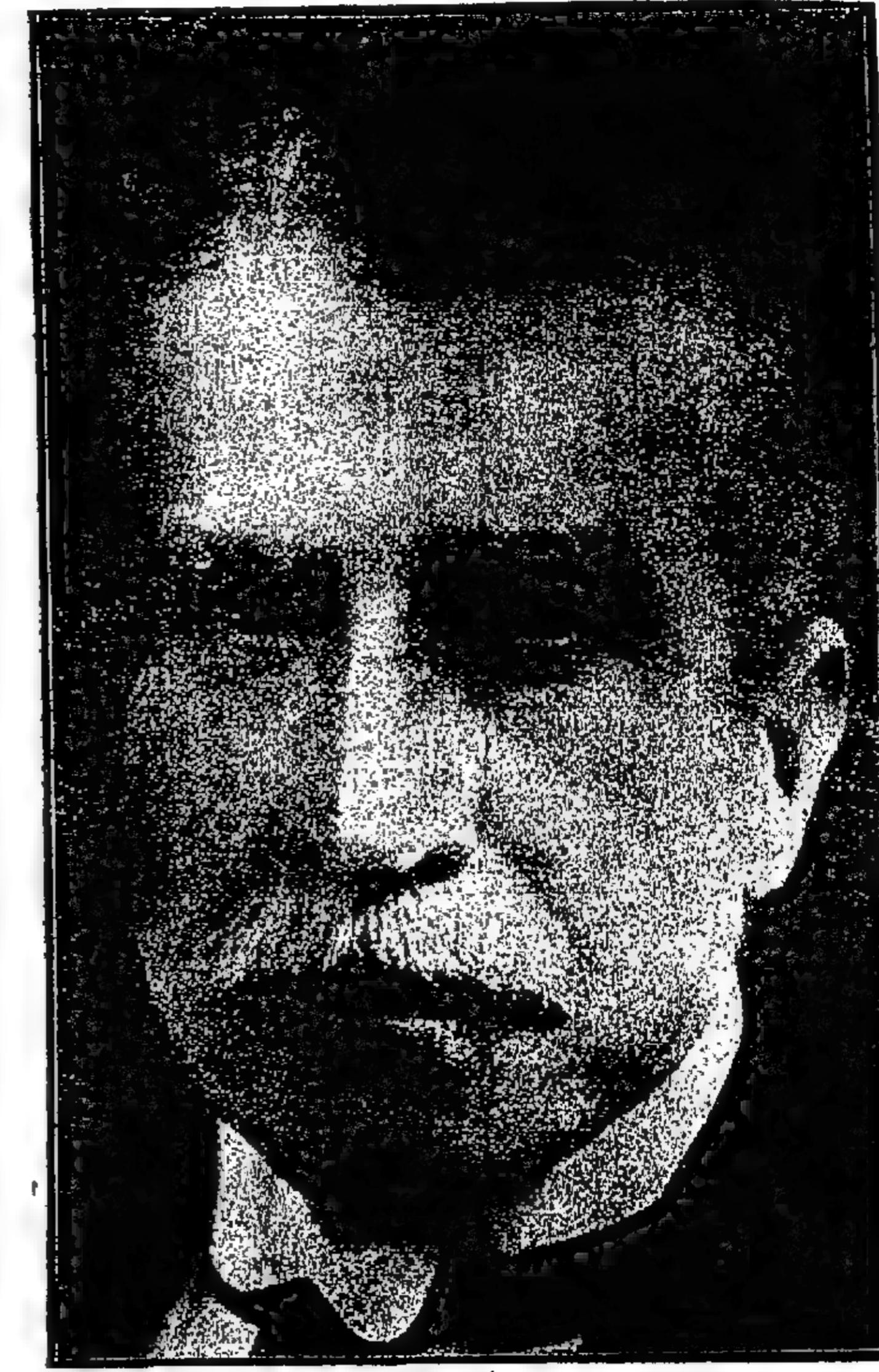
#### Great Strides In Ten Years

To-day is the 108th anniversary of the declaration of the Independence of the Republic of Peru, which is the last of the Spanish Colonies in South America to break with the Mother Country, after an association which began in 1531 when the country was wrested from Atahualpa, the thirteenth and last of the Inca Sovereigns, by the Spanish conqueror Don Francisco Pizarro.

Pizarro gave Peru to Spain, and General Jose de San Martin, in conjunction with Lord Cochrane, gave her independence. Spain did little for the development of the natural wealth of Peru during her administration of the country which lasted the best part of 300 years.

The Presidents who took over the reins of power after the revolution, also did not realise the greatness of Peru's hidden riches, and they too did not do much for its development for the best part of 100 years. Although one or two had started on some ambitious schemes up to 1919 there had been little improvement.

It remained for President Senor Augusto B. Leguia, who first became President in 1919 and is at present at the beginning of his



Senor Augusto B. Leguia, President of Peru since 1919.

fourth consecutive term of office, to effect great improvement in the country, in the short space of ten years, which will have far-reaching effect on Peru's position in the family of nations, of which she can now proudly claim to be a modernly efficient member.

The Republic of Peru is situated on the western side of the Continent of South America. It is bounded on the north by Ecuador and Colombia; on the east by Brazil and Bolivia; and on the south by Chile. She has a seaboard on the west which is washed by the Pacific Ocean.

The area of Peru is uncertain, but is roughly estimated at 750,000 square miles. Her coast line is approximately 1,350 miles from Ensenada Santa Rosa in the north, to the northern boundary of Tacna in the south.

Physically, the country comprises three different zones, namely, the coast, the "sierra" or Andine regions, and the "montana" or river and forest zone. The coastal and "sierra" regions together occupy roughly one-fifth of the total area of the country. The "montana" occupies the rest.

The climate and soil of Peru are greatly varied, and this gives her a big variety of flora, the most important products of which are maize, cotton, sugar-cane, cacao, coconuts, rubber, chinchona, potatoes (which were exported to Europe in the 15th century), sarsaparilla, etc.

#### The Fauna Rich

The fauna of Peru is as rich as the flora, the country specialising in the breeding of different wool-bearing animals such as the llamas, alpacas, vicunas, etc. The real wealth of Peru lies, however, in her mineral products, which include gold, silver, quick-silver, coal, vanadium, petrol, lead, borax, salt, etc., in enormous quantities.

So rich is the country in minerals that the great scientist, Baron von Humboldt, who travelled extensively

A Line of 13  
The Inca regime in Peru began with the Inca Manco Capac in A.D. 1021. The last of a line of thirteen sovereigns was Atahualpa, who lost his throne to the Spanish conqueror Don Francisco Pizarro in 1531. The Spanish conquest of Peru forms one of the great romances of history.

In all forty-four Viceroys governed the country during the Spanish occupation. Lima was then the Capital of the whole of South America and the Peruvian Viceroy, with his Royal Audience formed the Supreme Court of the Continent.

The events of the Napoleonic wars (1813-17) revealed to the Spanish Colonies the weakness of the Mother Country. Most of the Spanish Colonies had early in that period declared for independence, but Peru, the oldest and strongest centre of Spanish authority could not fight for her independence until 1817. In that year General Jose de San Martin, the hero of the Argentine independence, who also overthrew Spanish power in Chile, undertook, in conjunction with Lord Cochrane, the task of freeing Peru from Spain.

#### Deposed by Patriots

After various encounters with the Royalists, Viceroy Pezuela was deposed by the patriots and the Independence of Peru was proclaimed on July 28, 1821, exactly 108 years ago to-day.

Since those days Peru has been like a child gradually gathering her strength until now it can be said that the country has entered with force and vigour into the task of developing the enormous wealth with which Nature has endowed her.

In this work of developing the natural resources of Peru, the figure which stands out as the great force in the country is that of President Senor Augusto B. Leguia, who recently entered on his fourth term of office, having been unanimously re-elected by the entire populace of the Republic.

#### Masterly Organisation

Since the beginning of his first term as President of Peru in 1919, Senor Leguia has constantly given to Peru the benefit of his masterful powers of organisation, which is making the Peru of to-day one of the most progressive countries in South America.

The chief concerns of his Government are education; the improvement of sanitation in towns; the bettering of the lot of the Indian and native populations; the development and extension of railways; the opening up of the vast mineral regions of Peru, by judiciously attracting foreign capital thereto; and the irrigation of enormous tracts of coastal land, which will give to Peru an extraordinary new importance amongst the agricultural countries of the world.

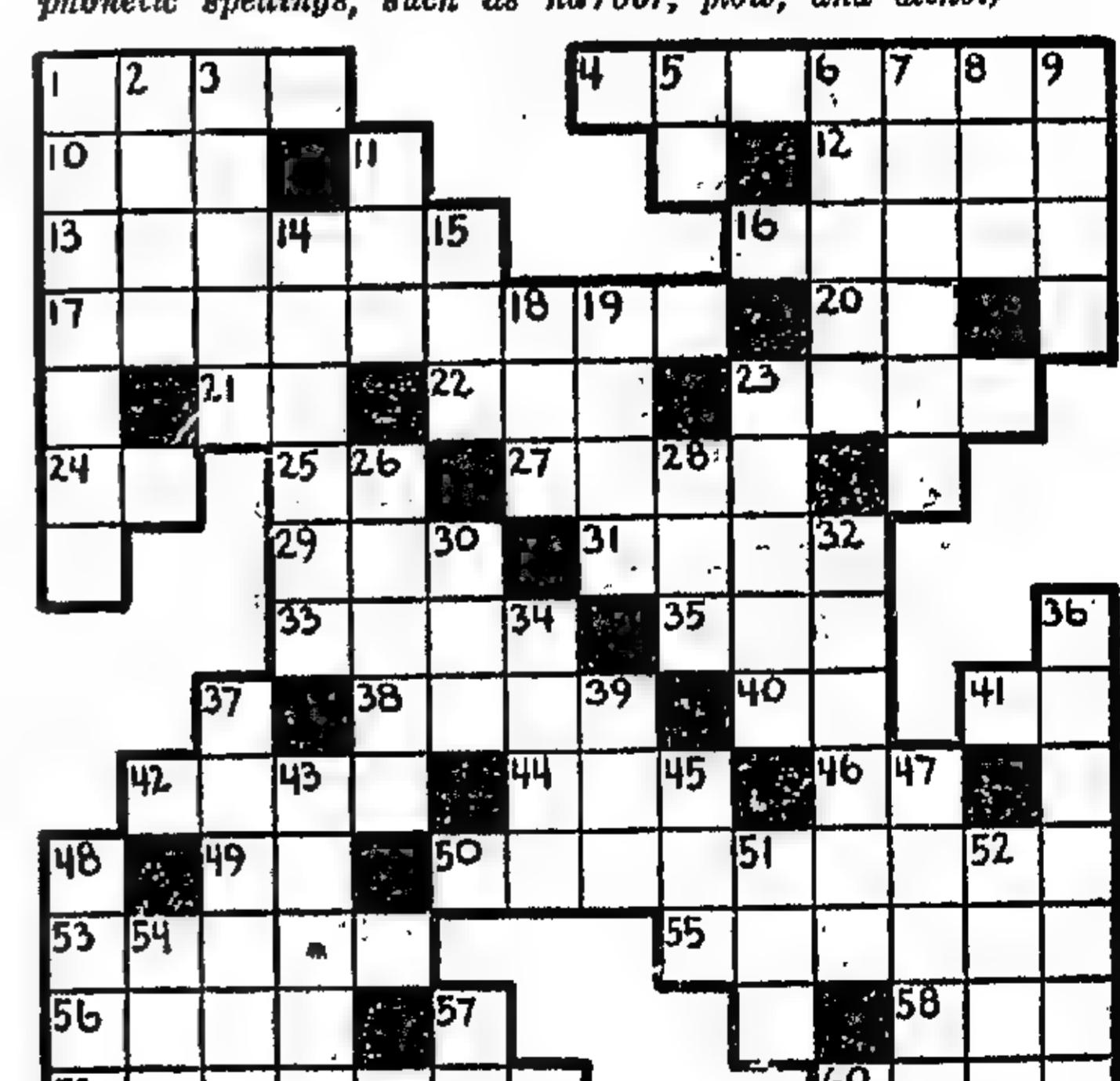
#### Economics at a Glance

Below are some interesting figures, compiled by Dr. C. Manchego Munoz, Minister of Development, which show the progress made by Peru during the ten years; she has been under the administration of President Leguia's Government.

(Continued on Page 19)

### OUR CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



© THE INTERNATIONAL SYNDICATE.

HORIZONTAL	HORIZONTAL (Cont.)	VERTICAL (Cont.)
1-To hurt	42-A skating floor	15-Yonder
4-Byrd's trans-Atlantic plane	44-Blind	16-To snare
10-Antique	49-Pronoun	19-Possessive pronoun
12-Disease	50-E. Central State of U.S.	23-Celebrated
15-Grieved secretly	55-Increase	26-To express gratitude
17-A pen-name	56-Peace	16-To incline the head
20-In this manner	58-Capable	30-Greek letter.
21-Railroad (abbr.)	59-Rodent	32-To give council to
22-Combining form. New	60-Recompense	34-Location
23-A flowerless plant	60-Doctrines	35-Clergymen
24-Personal pronoun	61-Haft	37-A large Italian Island
27-Near	62-Foam	38-Waterfall (Boat)
28-A musical instrument	63-Mina (Latin)	39-Mine
29-Artifact	64-Primarily	40-Terminate
31-Nose of Nobile's airship	65-L-Myslef	42-Former Russian rulers
33-Consumes	67-To arrest	43-Voluntarily
36-To become firmly united	7-To pass as unworthy of notice	44-To break with a sharp noise
40-Dos volantes (abbr.)	8-A letter of the alphabet	51-A unit of work and energy
41-Conjunction	9-Bums up	52-A kind of cheese
	11-Quiesce	54-Arabian garment
		57-Int-

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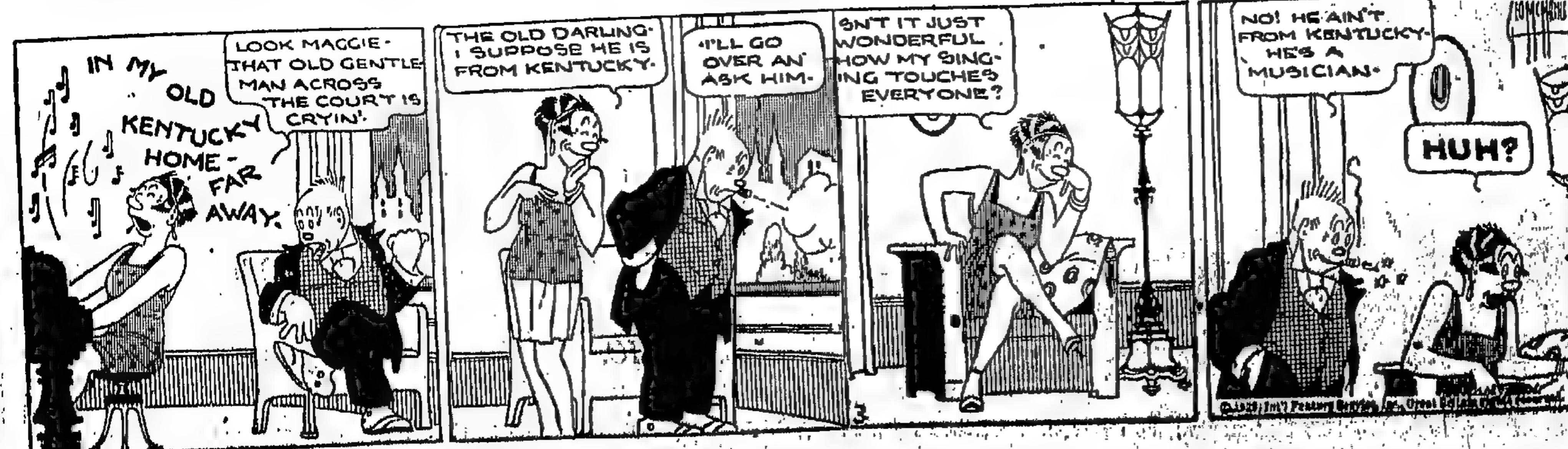
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### PROGRESS IN PERU

(Continued from Page 18)

Peru's economical status both in South America and the world is:-

In South America In the World

Production of Vanadium	1st	1st
Production of Silver	1st	3rd
Production of Gold	2nd	-
Production of Copper	2nd	8th
Production of Petroleum	3rd	9th
Production of Cotton	3rd	7th
Production of Sugar	3rd	12th

Programme of Public Works

The programme of public works financed by the Leguia Government in favour of the economical rise of Peru represents an investment of 50 million gold libras (the Peruvian pound). This programme, at present under execution, will be concluded in 1934, and comprises the following:-

Planting, 200,000 hectares, at a cost of Lp 10,000,000. Railways, 1,500 kilometres, at a cost of Lp 15,000,000. Highways, 50,000 kilometres, at a cost of Lp 8,000,000. Irrigation, 36 cities, at a cost of Lp 7,000,000. Sundry Public Works, at a cost of Lp 10,000,000.

Once the above is completed, the following increases will have been made:-

Until 1919	Increase per Hectares	1919	Increase per Hectares	1934			
Agricultural land	200,000	500,000	67	Kilometres Kilometres			
Railways	3,100	4,600	50	Railways	200	50,000	2,490

Extent of irrigated and cultivated area along the Coast:-

In 1919	In 1928
350,000 hectares	350,000 hectares
An increase of 67 per cent.	

The Railways

Increases in mileage of National Railways:-

In 1907	2,250 kilometres
In 1912	2,875 kilometres
In 1919	3,125 kilometres
In 1926	3,500 kilometres
In 1934	4,625 kilometres

An increase of 50 per cent.

Railway construction during 83 years:-

Government	Kilometres	Increase per cent.
------------	------------	--------------------

Leguia's ..... 2,234 48

Balta's ..... 1,139 26

Pardo's ..... 568 12

Others ..... 709 16

Public Works already concluded

by the Leguia Government in

1928:-

Railways ..... 502 kilometres.

Highways ..... 12,614 kilometres.

Paving ..... 1,000,000 square metres.

Irrigation ..... 50,000 hectares.

Sanitation ..... 14 cities.

Railway & Highway Bridges ..... 291

Public Works under construction in 1928:-

Railways ..... 500 kilometres.

Highways ..... 9,083 kilometres.

Irrigation ..... 150,000 hectares.

Sanitation ..... 7 cities.

Railway & Highway Bridges ..... 70

Public Works in project:-

Railways ..... 500 kilometres.

Highways ..... 10,800 kilometres.

Sanitation ..... 15 cities.

Railway & Highway Bridges ..... 85

Between 1919 and 1927, 52 cities

were supplied with electric light;

103,023 hectares of land were dis-

tributed amongst the native Indian

population; and 350 sundry public

works were completed.

Capital in Agriculture

Capital invested in Agriculture

amounts to 70 million libras, ap-

portioned as follows:-

In 1919	In 1927	Increase
---------	---------	----------

Tons Tons per cent.

Cotton ..... 28,000 60,000 58

Sugar ..... 280,000 370,000 80

Wheat ..... 73,000 86,000 18

Cotton, Sugar, and Wheat

Increase in National Production

of Cotton, Sugar and Wheat in

1927:-

Cotton: Cultivated area ..... 120,000 hectares.

Production ..... 80,000 tons.

Sugar: Cultivated area ..... 54,000 hectares.

Production ..... 366,000 tons.

Wheat: Cultivated area ..... 115,000 hectares.

Production ..... 86,000 tons.

Value in libras of Mineral Pro-

duction:-

In 1919:

Petroleum ..... Lp 2,384,000.

Copper ..... Lp 2,880,000.

Silver ..... Lp 2,071,000.

Vanadium ..... Lp 388,000.

Gold ..... Lp 247,000.

Sundry ..... Lp 386,000.

(Continued at foot of next Column)

In 1927:

Increase per cent.

Petroleum ..... Lp 15,416,000 552

Copper ..... Lp 3,647,524 27

Silver ..... Lp 2,762,687 33

Vanadium ..... Lp 660,769 70

Gold ..... Lp 513,037 92

Sundry ..... Lp 2,213,466 559

Result of construction work

carried out in 1927 as compared

with 1919:-

Increase per cent.

National Income ..... 122

Volume of country's exports ..... 151

Value of foreign commerce ..... 28

Production of Petroleum ..... 284

Production of Gold ..... 40

Production of Silver ..... 85

Production of Copper ..... 41

Production of Vanadium ..... 71

Production of Cotton ..... 68

Production of Sugar ..... 80

Production of Wheat ..... 18

Production of Rice ..... 29

### SOLDIERS' THEFT

#### A Silver Bowl And A Cup

#### SENTENCE DEFERRED

At the Central Magistracy yesterday morning before Mr. E. W. Hamilton Privates Woodley and L. Scale, of the 1st Battalion the Somerset Light Infantry, were charged with the theft of a silver bowl and a silver cup, the property of the Mak Sang Jewellery shop, No. 37 Queen's road, Central. The theft took place on Friday night about 9 o'clock.

Both pleaded guilty. His Worship: Is this the old story you want to get out of the Army? Woodley: No, Sir. The Army is all right.

Asked what he had to say, Woodley said: "I took the bowl because I had no money. I owe a debt and tried to get some money, so I took the bowl."

Scale said that he had nothing to say.

His Worship: Surely you have some reason for doing this?

Scale: I was short of money. Sub-Inspector R. Shannon said that there was no damage done. Both the accused went into the shop and the bowl and cup were shown them at their request. They asked the price and then walked away with the property without paying for them.

His Worship, addressing accused: I am going to put you back to consider the sentence. You will be held in Military custody until Tuesday at 10 a.m.

### LOCAL WHARVES

#### Change in the Official List

The following regulations were made by the Governor in Council under section 26 (1) (f) of the Merchant Shipping Ordinance 1899, Ordinance No. 10 of 1899, on July 24:-

(1) The following are hereby specified as wharves in Victoria for receiving or landing passengers to or from boats plying for hire.—  
Fenwick-and-Pier.  
Luard-road Steps.  
O'Brien-road Steps.  
Fleming-road Steps.  
Stewart-road Steps.  
Tunnochy-road Steps.  
Marsh-road Steps.  
Canal-road West Steps.  
Percival-street Steps.

(2) As a consequential amendment to regulation 1 of Table N in the Schedule to the Merchant Shipping Ordinance, 1899, amended as appears in Government Notification No. 7 of 1924, the wharves specified in paragraph (1) of this regulation shall be added to the list of wharves in Victoria in respect of which provisions of section 26 (1) (f) of the said Ordinance apply.

2. The said regulation 1 of Table N is hereby further amended by the deletion of—  
Arsenal-street Wharf.  
Arsenal-street Steps.  
Ship-street Steps.  
Jardine Steps.

### NEW ORDINANCES

#### Assent Given By The Governor

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:-

Ordinance No. 11 of 1929.—An Ordinance to extend for a further period the powers granted by the Mercantile Bank Note Issue Ordinance, 1911, to the Mercantile Bank of India, Limited

# A PICTURE THAT HAS STARTLED THE WORLD!

A STORY OF YOUTH IN THE GRIP OF A JAZZ-MAD AGE!

**POWERFUL! THRILLING! UNUSUAL!**



TO see it is to talk about it. Seldom has the screen brought a drama that sends the world out of its theatres so stirred. A story that grips from beginning to end!



THE brilliant pageant of modern society passes before one's eyes—the gaiety, the abandon, provocative debutantes and their handsome partners in the whirl of life!



THEY taste of its thrill madly, heedlessly. The music of the Jazz Age is in their blood. The battle of the sexes, in which all is fair, enthralls them!



HERE truly is a picture that excites and absorbs. Gorgeous in its panorama of passion, tender in its moonlit romance, a love symphony of young hearts. The party begins. Come! Join!

M. G. M.  
Presents

# OUR DANCING DAUGHTERS

Directed by  
HARRY BEAUMONT

with beautiful  
JOAN CRAWFORD  
NILS ASTHER, ANITA PAGE

COMING TO THE  
**QUEEN'S** THURSDAY TO SATURDAY  
AT 2.30, 5.10, 7.15 & 9.20 p.m.

# MOTORISTS THIS IS YOUR PAGE

First In the World's Classic Races!



## MOTOR CYCLES

The Following are a few of the most recent successes won by NORTON.

**ATHY 75 ROAD RACE** (500 c.c. class) **SOUTHPORT 100 MILES**  
Stanley Woods, First—  
(from Scratch) Record Speed 69 m.p.h.  
**BROOKLANDS 200 MILES SIDECAR RACE**  
—also Second and Third.  
The only finishers as in 1928.  
**DONCASTER A.C.U. YORKSHIRE CENTRE SPEED TRIALS**  
E. Searle — Five Firsts and "Challenge Cup" in each class. Fastest Time of day, Solo and Sidecar.

COME AND SEE THESE WONDERFUL MACHINES.  
A MACHINE WITH SUCH A FINE RECORD WILL OBVIOUSLY SERVE YOU BEST.

**SINCERE'S**  
SOLE AGENTS

### FOR SPEED AND RELIABILITY

We have in stock

### THE FAMOUS 175 c.c. SUPERSPORT

Holder of 14 World's Records including the 24 hours' average speed of 52 miles per hour.

### THE 350 c.c. SUPERSPORT

Last victories:

TOUR DE FRANCE (4453 Km.)

1st

FRENCH BOL D'OR  
World's Road Record of 24 Hours

Record Beaten of 138 Km.

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ALGERIA GRAND PRIX

1st

THE 500c.c. SUPERSPORT

GRAND PRIX DE FRANCE (Montlhery Track)  
Won two years in succession 1927, 1928.

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Easy Payment Plan.

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350 c.c. Side or Overhead Valve

THE NEW

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THE FAMOUS

750 c.c. Small Twin.

THE SUPER

1,000 c.c. Big Twin.

(For Solo or Side-car)

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REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.  
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A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

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## OUR WEEKLY CHAT

### On Cars, Trucks, Cycles And Accessories

#### NOTES FROM THE FACTORIES

[By "Super-Six"]

##### Saving the Roads

The Federal Aid Roads Board, at its annual meeting held at Canberra recently, considered a report submitted by Mr. J. R. Kemp, Main Roads Commissioner of Queensland, as chairman of the board's technical committee, the other member of which was Mr. Crawford, chief engineer for main roads in Queensland. The committee spent 12 months in the scientific examination of the effects produced on modern-surfaced roads by the weight of load and the speed of motor-driven vehicles.

##### Practical Tests

The report, which is a bulky volume recording the results of a very large number of practical tests, showed that the maximum destructive force is exerted when vehicles with solid rubber tyres, carrying heavy loads, are driven at high speed over the roads. Pneumatic tyres reduce the destructiveness, which is further decreased when both weight of load and speed of vehicle are lessened. The report, which is a bulky volume recording the results of a very large number of practical tests, showed that the maximum destructive force is exerted when vehicles with solid rubber tyres, carrying heavy loads, are driven at high speed over the roads. Pneumatic tyres reduce the destructiveness, which is further decreased when both weight of load and speed of vehicle are lessened. The working out of inventions in his spare time, and it took him some years to complete his first "motor" in his backyard in Albany-street. He accomplished the journey to and from Bath at the rate of fifteen miles an hour, and there was only one disturbing incident. A crowd assembled at Melksham, set upon the machine, and having burnt their fingers, threw stones and seriously wounded the stoker.

##### Limitation of Weight

In the course of the discussion it was stated that in New South Wales there is a nominal limitation of weight of a loaded lorry to 12 tons in the metropolitan area and 13 tons outside, but it is provided that any lorries which were in use before the limitation was imposed may continue to operate. There was a considerable number of lorries on the road, which, when loaded, weighed 15 tons, and these continued to run in accordance with the exemption. The destructive effects of such vehicles when driven at 25 or 30 miles an hour or more are not incalculable. The calculations have been carried out by the technical committee, and appropriate recommendations have been made. In Victoria the weight of a loaded truck has been limited to 10 tons in the metropolitan area and 11 tons in the country. Limitations of speed have also been laid down on certain roads, notably on the Melbourne-Geelong-road. But the difficulty of enforcing the regulations in practice is very great. An army of police would be required to watch the drivers in order to ensure compliance with the restrictions. Every State of the Commonwealth has its own system—or want of system—of dealing with these vitally important questions of load and speed. The technical committee drew up a uniform system of regulation based on broad principles which were verified by actual tests.

##### Uniform System Favoured

The importance of the recommendations was recognised by the Federal Aid Roads Board. It was realised that the adoption of the uniform system by the report would greatly prolong the life of every road, and would save the State millions of pounds, which would otherwise have to be spent in maintaining or reconstructing the roads damaged within the next few years by the high speeds and excessive loads of motor-driven vehicles. The chairman (Mr. Gibson) promised to lay the report before the subsequent conference of Premiers.

##### Boiling the Plugs

It has been found that badly carbonised sparking plugs are satisfactorily cleaned by boiling them in a strong solution of caustic soda. The solution should consist of one ounce of soda to ten ounces of water, and the plugs should be boiled for about five minutes, care being taken to wash them finally with cold water, and to dry them as far as possible by bringing them into contact with warm air for some minutes.

##### German "Aid" Service

The German Automobile Club of Cologne is to organise an "aid" service for motorists on lines very similar to those of the British R.A.C.'s service. The service will be available for all motorists travelling on the roads of Germany, whether they are members of the club or not.

##### Mist or Fog

A long journey may be started in bright sunshine and end in thick fog or dense ground mist, and in such circumstances a driver can very easily be caught unprepared. It is well to bear in mind that a yellow duster, or even a yellow or amber handkerchief, tied over the front of the lamp will often act as a very useful emergency fog-penetrating lamp.

##### Refractory Threads

Threaded parts such as radiator caps, carburettor float chamber caps and screwdown fillers sometimes become stuck and hard to release. It has been found that if a pipe wrench be used on them the milled edge may be scored and marked. A much better method of undoing the offending object is by winding a strap around it, passing the free end through the buckle, and pulling against the buckle so that with every extra pull the strap becomes tighter. Care must be taken, of course, to ensure that the strap is wound round the right way, or it will be found that the cap is even tighter than it was before, and the last state of affairs becomes worse than the first. This method may often succeed, if there is room to allow play for the strap and if the cap is of sufficient size to allow a purchase to be obtained on it, in cases where the pipe wrench has failed, and it has the advantage of leaving the cap unmarked.

## DO YOU KNOW

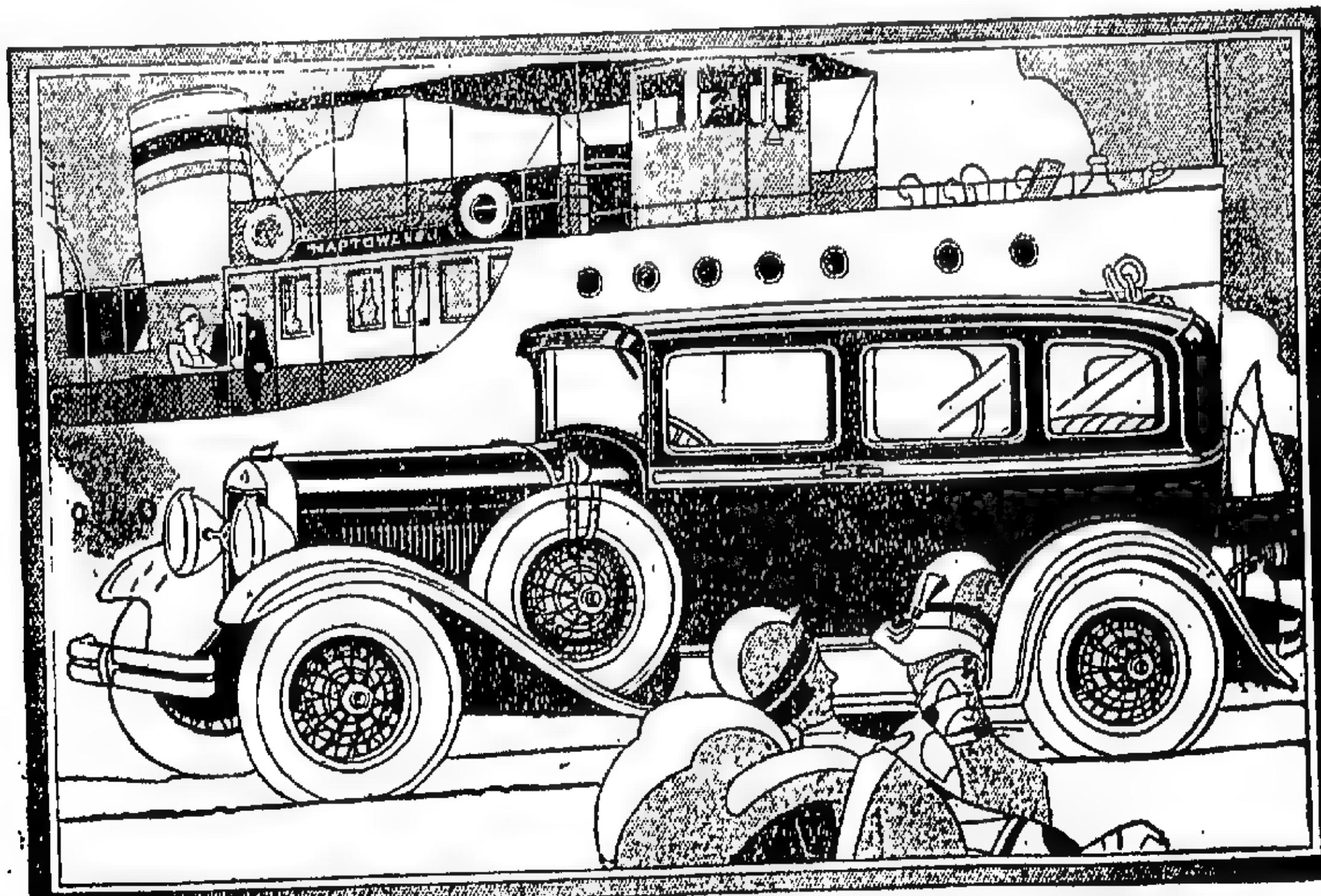
That once a year the Vacuum Oil Company's Board of Automotive Engineers decide which grade of Mobilol is most suitable for all makes of cars. These men are employed to analyse the lubricating oil requirements of motorcar engines—and that is why the recommendations on the Mobilol Chart are endorsed and approved by over 600 Automotive Manufacturers—a thing in itself that no other oil company can truthfully say. The Vacuum Oil Company is not merely an oil company but a Scientific Lubrication Institution. The benefit of all this research is yours if you will use.



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ERSKINE SIX ROYAL SEDAN FOR FIVE PERSONS—Six wire wheels and folding luggage grid standard equipment. Also available with wood spoke wheels.

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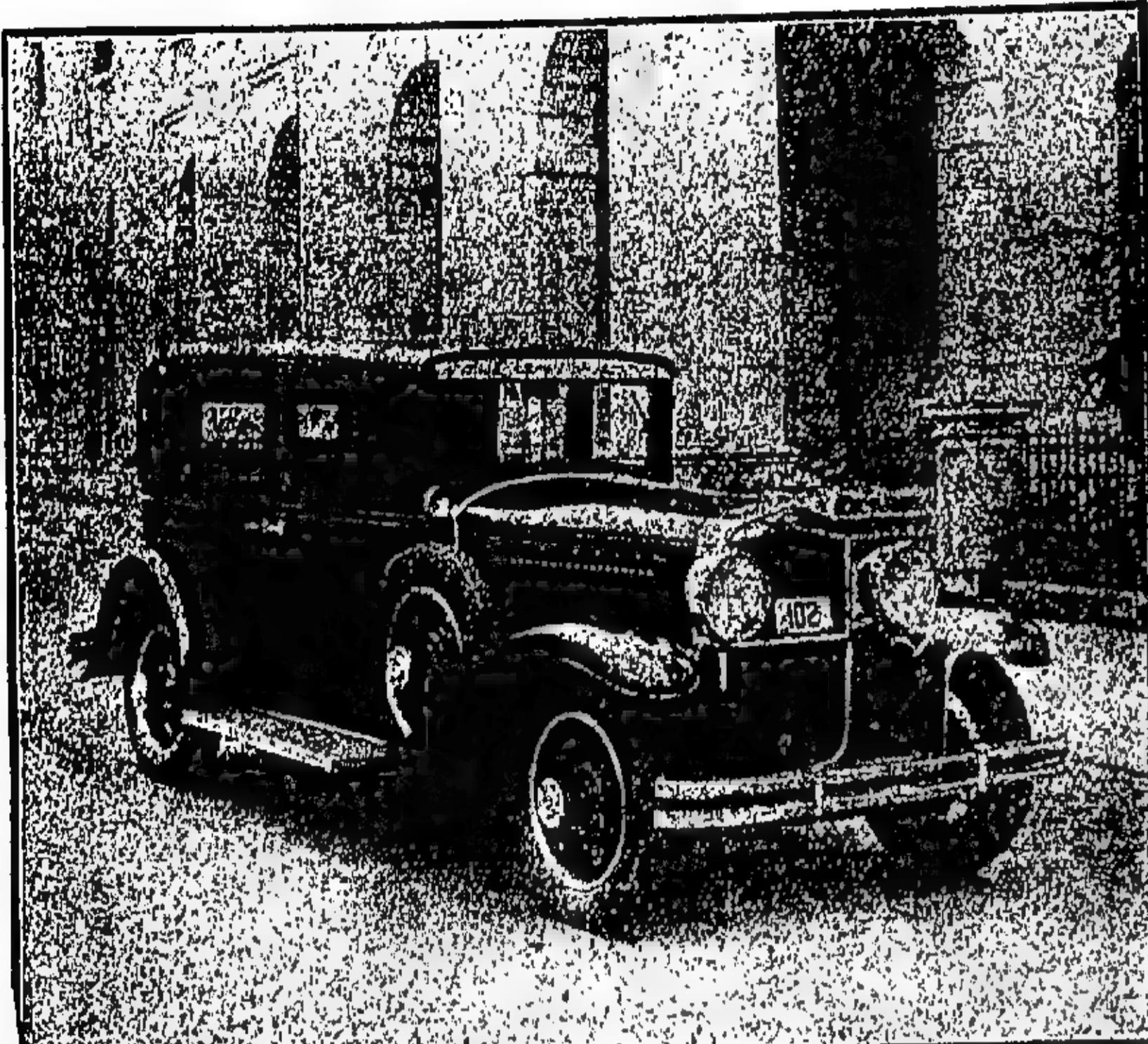
Think of such speed and staying power clothed in smart style, and providing such modern comfort devices as hydraulic shock absorbers. You are offered your choice of

Studebaker's Four Lines  
Studebaker builds four great lines of cars—The President Eight (60,000 miles in 26,815 minutes); The Commander Six and Eight (100,000 miles in 4761 minutes); The Erskine (100,000 miles in 4761 minutes). Each is backed by Studebaker's 15-month guarantee.

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Telephone C. 5644.READ THIS!—it will convince you of the  
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One of our customers writes . . . . . No doubt it will interest you to know what I think about your "Michelin" Tyres. As you will recollect I bought a Fiat (M 509) Car from you fitted with these Tyres (size 720 x 120) and after having run for about 8000 miles I cannot speak too highly of them . . . . I have never had any trouble with these tyres; there has been no puncture up to date and it was never necessary to use the spare tyre . . . .

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## LICENSING

Important as have been the advances made in that portion of our great motor-vehicle industry which is concerned with the transport of passengers by road, there are still many pettifogging restrictions which should have been abolished years ago—restrictions which cause an enormous amount of trouble and expense both to our chassis builders and body-builders and hinder that smooth co-ordination of design and production which should be the aim of the efficient maker.

Recommendations issued to makers and licensing authorities by the Ministry of Transport are all very well, and they may have done something to help in the situation, but far too much latitude is permitted the individual local licensing inspector, who often imposes various petty restrictions and demands modifications, all of which constitute very considerable annoyance and difficulty to the vehicle producer and, often, to the user.

It would not be so serious, says "The Commercial Motor," if there were any considerable measure of co-operation between the various authorities concerned, but, at present, those responsible for the licensing of vehicles in one area may have ideas completely at variance with the authorities in another and possibly adjoining district.

## COLOURED LIGHTS

## How Traffic Is Controlled in Berlin

## HIGH SPEED TESTS

Sir Henry Segrave, who returned to London recently after his latest motor-boating triumph in Germany, investigated during his visit to Berlin the traffic conditions in that city.

In view of the fact that automatic traffic control is shortly to be introduced in London his article, published below, is interesting and instructive.

While London traffic authorities are talking of starting automatic traffic control in Oxford-street as a solution to traffic blocks, the system is now in full operation throughout Berlin.

Not only is traffic automatically regulated at hundreds of points, but a semi-automatic system of signalling, by which drivers of vehicles can show their intentions, is also compulsory and standardised.

Drivers of motor vehicles also have to undergo a driving test before they are given a licence. This is severe, and includes a test of knowledge in the mechanism of the vehicles.

When I last visited Berlin these innovations were in their experimental stage, writes Sir Henry Segrave in the "Daily Mail." They are now in full working order, and on my return to the city I was greatly interested in studying results.

## Excellent Driving

My impression is that the traffic in Berlin, both from the point of view of drivers and walkers, is managed better than in any other city in the world. The standard of driving is also excellent.

It would, however, be unfair to compare Berlin traffic with London traffic, because Berlin is less crowded than London. But at the same time a system which has such excellent results appears to be worthy of examination.

The system of automatic traffic control struck me as being of special help to walkers.

The traffic control lights are suspended on standards in the middle of the street. Red means stop, road clear, and yellow prepare to stop or proceed.

They are used at nearly every crossing and the intervals at which the various warning lights appear are regulated to suit conditions at individual crossings.

Walkers wait for the appearance of the red light. They know that traffic cannot move while this is shown and that they can cross in absolute safety.

Another advantage is the reduction in the number of police required. Except at very busy crossings the lights are alone considered sufficient. Traffic in fact does stop and proceed smoothly without the aid of a policeman.

The standardisation of driving signals is another important feature of Berlin traffic. In London and other cities automatic signalling is spasmodically used. In some cases the signals are given at the back of the car, in others at the side.

In Berlin the warning signals appear only in one place, so that every driver knows where to look for them, and what is more, does look for them. To ignore the signals means heavy punishment.

They consist of metal hands, one each side of the windscreen. They are operated from the dashboard.

By means of a simple control the driver can raise either of these hands to indicate if he is making a right or left hand turn. There are other signals. They have the merit of simplicity and they are infinitely more helpful than the meaningless hand-wagging by which many drivers in England confuse each other.

The signals I observed were invariably given and in plenty of time, and acted on invariably.

The question of driving examinations before a licence is granted is a very controversial matter. This opposition in Germany has certainly resulted in a high standard of driving.

The test is thorough. The candidate has to pass a stiff examination in traffic regulations and the rule of the road. The car is provided by the Government department concerned.

## High-Speed Tests

One part of the test is high-speed driving. An official sits by the candidate and insists on a burst of high speed, and watches to see if the driver can judge his distances when pulling up.

An elementary knowledge of the mechanism is also required. The official puts the car wrong and asks the driver to put it right. The result is that every beginner starts on the road with a reasonable knowledge of how to drive, road courtesy, and traffic rules.

To sum up, I really think that we have quite a lot to learn from Germany in this matter, and that it would be well worth the while of our traffic authorities

## LURE OF BALKANS

## Through 13 Countries With A Humber

The average Briton's tendency to depreciate his successes or, at least, to keep silent on the subject has ever been a national characteristic, and in these days of self-advertisement is even more remarkable than before. It has its disadvantages, however, because it undoubtedly affects trade which receives stimulation from the often bombastic stories of more pushful competitors. When the Briton is inclined to minimise a successful achievement and, in fact, almost to apologise for it, the world in general is liable to place a similar value upon it.

The suitability of British motor cars for overseas is a case in point. Undoubtedly, a great deal of hostile propaganda inspired by interested parties has been circulated on this subject, but it must also be admitted that a certain amount has, as it were, gone by default by reason of this national obsession for keeping silence. Every day all parts of the world British cars by their performance are giving the lie to talk about their unsuitability for local conditions.

A good example is afforded by the account of a tour in the Balkans by Mr J. W. Fitzwilliam and his brother, both amateur motorists, with a Humber Fabrie Saloon. Having heard something of Balkan roads it was obvious that hard wear and rough conditions would be encountered and that expert help would be quite unavailable in many places. The car selected had a fabric saloon body, and the makers fitted it out with spare parts of every sort and description. So successfully, however, did the car stand up to its work that at the end of the journey the packages were returned to the works at Coventry unopened.

After landing at Ostend the first part of the itinerary was through Belgium and Germany with no incidents worthy of note except perhaps for an amusing event at Bayreuth, where the landlord of the local hotel, being somewhat lacking in garage accommodation, housed the car in the hall, where it spent the night entirely blocking the passage between kitchen and dining-room.

## Road Conditions Vile

The road conditions in Czechoslovakia proved vile, although towards the Austrian frontier the width is considerably, only a small portion in the middle is metalled, the remainder being quagmire in wet weather. However, Vienna was reached safely, and the attractions of the fine city, good music, fine pictures and buildings were greatly appreciated. Then followed a run across the great Hungarian plain to Budapest, where a few more days were spent. Conditions then became more primitive, and the road to Belgrade after the Jugo-Slavian frontier had been reached was an endless succession of potholes and open culverts with, geese, children and pigs made the passage through the villages a slow and hazardous undertaking.

Between Belgrade and Sofia real Balkan road conditions were met with. For mile after mile the car bounced, not in and out of potholes, but rather from ridge to ridge of exaggerated corrugations, so that a good clearance such as the Humber possessed was essential. Under such conditions driving became very tiring, and now and then, where a comparatively good stretch of road appeared, the driver was tempted to open out. The travellers came to the conclusion, however, that it was some trick of the Balkan road maker for, time after time, when they had accelerated to 30 or 40 m.p.h., a gaping chasm would appear, and they were faced by a broken or rotten bridge. After passing the Bulgarian frontier the road at times blended itself with the river bed and it meant moving boulders and wading through the stream before a way could be found.

Mr. Fitzwilliam and his brother were enthusiastic about the warm welcome they encountered in the Balkan cities. In their own phraseology: "What these Balkan cities lack in Macadam and Tarmac their inhabitants make up for in kindness and hospitality."

## Wild and Picturesque

From Sofia the route led down through the wild and picturesque valley of the Struma into Macedonia. Just north of Salonika, the travellers were warned that they might be held up by brigands and, sure enough, two rather desperate looking characters did "hold up" the car, and were suitably removed. Later, in Salonika, however, it was learned that the two "brigands" were gendarmes actually trying to warn the Humber and its crew of the dangers ahead.

The glorious scenery of Albania and its picturesque inhabitants were thoroughly appreciated; in fact the travellers were so impressed with that little piece of mediaeval Europe that they were moved to wonder whether civilisation has not gone too far and what such modern amenities as trains and trams, paved streets and theatres bring which can be worth more than the simple outlook on life of those brave and courteous people.

The mountain scenery of Montenegro (Continued at foot of next Column.)

was most impressive, and provided a good test for the hill climbing capabilities of the Humber. After leaving Cetinje, a wonderful mountain road with twenty-four hairpin bends led towards Ragusa and the Dalmatian Coast.

From Trieste the itinerary proceeded through Riva on Lake Garda to Milan and Stresa, and so into Switzerland, via the Simplon pass.

## SPEED CONTEST

## Regular Factory Production

## ARGENTINIAN RESULT

That public interest continues to centre on the performance of regular factory production automobiles rather than special built racing cars was demonstrated in Argentina recently during the "Gran Premio Standard 1929." The race, which is one of the country's leading speed events and confined to strictly stock cars, attracted the largest attendance in its history.

The event was sponsored by the Circulo Automovilista Argentino, motor organisation, and was run over country roads from Florencio Varela, near Buenos Aires, to Mar del Plata and return. The distance for the round trip is 540 miles.

Leaving Florencio Varela at one-minute intervals in the morning, the 32 entrants started for Mar del Plata on the first stage of the race. On the following day the return trip was made, with only 18 cars completing the run. On arrival in Florencio Varela, the cars were turned over to the Automovil Club Argentino and thoroughly checked by a staff of 12 competent mechanics to determine if they were strictly stock models. As a result of this inspection, three cars were disqualified.

Major honours in the speed contest were won by a Studebaker President Eight Roadster, driven by Miguel Viggiano. Viggiano was declared "absolute" winner when he completed both stages of the race 40 minutes ahead of the field. The Studebaker, which completed the 540-mile run in 9 hours, 35 minutes and 49.2 seconds, also finished 1 hour and 40 minutes ahead of the nearest competitor in its class to win class honours.

The President Eight Roadster which won the "Gran Premio Standard 1929" is the same model that won 11 world and 23 international speed and endurance records for Studebaker when it travelled 30,000 miles in 26.326 consecutive minutes.

## ON THE ROAD

## The New Essex "Six"

As a rule (says a correspondent of the London "Daily Telegraph") the latest types of U.S.A. cars are seldom seen on English roads until June each year, so that it was agreeably surprising to see the latest Essex "super six" cylinder saloon in the hands of a friend of mine earlier. I borrowed his car to see how it compared with the previous Essex models which were good value for their low price. The cost of the new six-cylinder Essex saloon, which contains all the merits of the former models with fresh virtues of its own, only £25.

On a 100 miles run the fuel consumption of the car, which is rated at 16.2 miles per gallon, was 16.2 miles per gallon. It was driven on the open road about 35 miles an hour average speed, with bursts of 60 miles an hour in a few open spots, and crawls through parts of London and its suburbs, Richmond, Staines, Henley, and the outskirts of Oxford, on top gear at five miles an hour, as any ordinary user on pleasure or business would handle it. It is a very easy car to manipulate, the brakes are efficient, the acceleration to 30 miles an hour for traffic contingencies is rapid, and the engine runs quietly. Ladies will like this car because it is practically a "top gear" proposition after starting from rest.

The three-speed gear-box gives an easy change of ratios without any special handling, and steering is very light and safe the pedal controls. The radiator shutters being controlled by hand, the engine can be maintained at its best temperature to give economic running. Actually the engine is larger than the model it displaces, its maximum speed having been increased, as well as its accelerating powers improved. The coachwork is comfortable and more room is available, while chromium plating of the bright parts has lessened labour in keeping this saloon clean and bright. The equipment includes an efficient screen wiper on the vacuum system. As both front and rear seats can be adjusted to suit five occupants this new Essex makes an admirable family carriage at a very moderate price for a six-cylinder car.

Six cylinder excellence  
ARMSTRONG SIDDELEY

TEN YEARS' EXPERIENCE IN THE MANUFACTURE OF SIX CYLINDER CARS AND OF AERO ENGINES—KNOWN AND FLOWN ALL OVER THE WORLD—is a GUARANTEE OF QUALITY WHICH IS INDISPENSABLE.

THE RANGE OF THIS SIX CYLINDER EXCELLENCE—NOW EXTENDING FROM 30 h.p. TO 12 h.p.—BRINGS THIS QUALITY WITHIN THE REACH OF EVERY MOTORIST WHO DESIRES THE REFINEMENT AND FLEXIBILITY OF SIX CYLINDER MOTORING.

## Six Cylinder Range and Hongkong Delivered Prices

30 h.p. from £1,378 20 h.p. from £479

15 h.p. from £376 12 h.p. from £289

The Armstrong Siddeley Self Changing Silent 4 Speed Gear is available on the 20 h.p. model at £35 extra and 30 h.p. model at £50 extra.

15 h.p. Touring Car £376

12 h.p. Touring Car £289

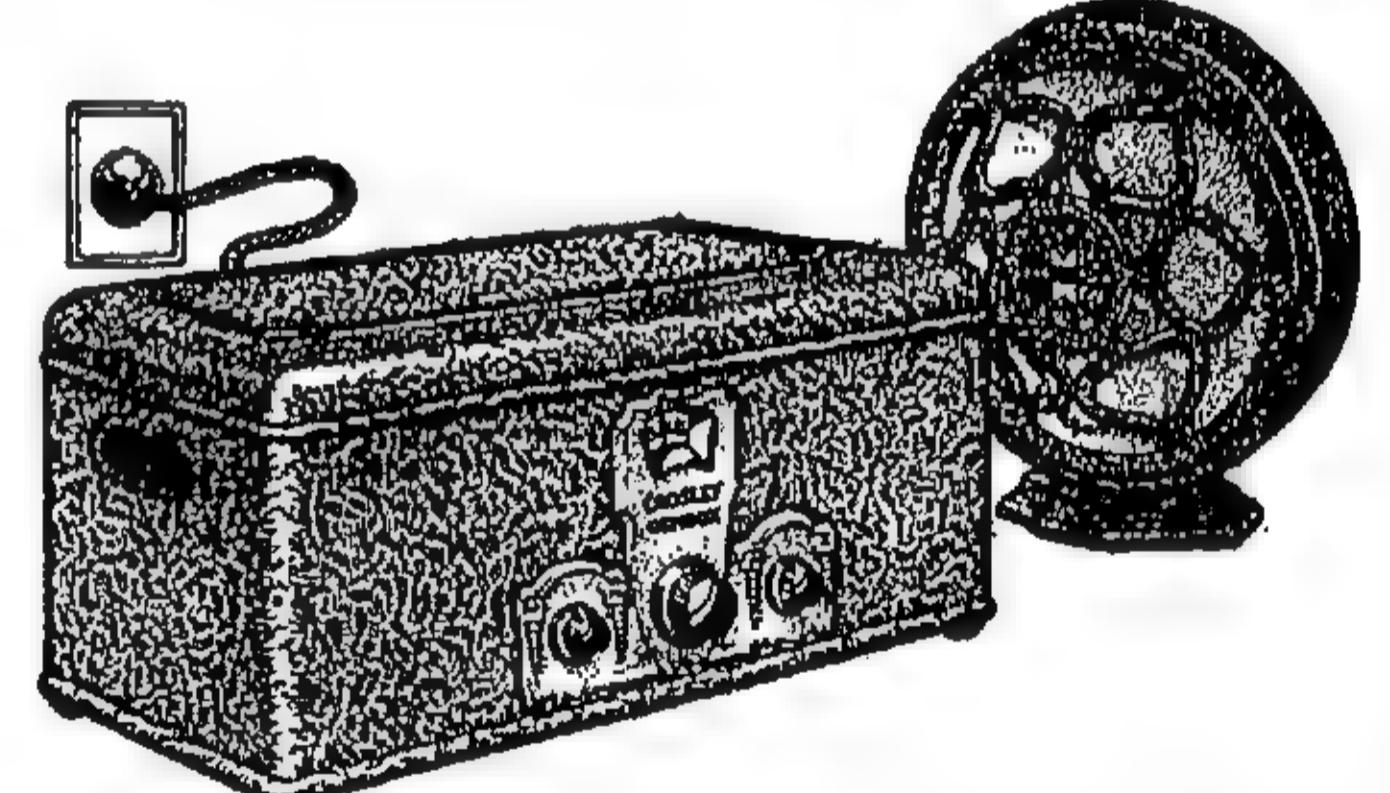
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## THE NEW A.C. ELECTRIC 7 TUBE GEMBOX

OPERATES 200 VOLT 50/60 CYCLE COMPLETE WITH DYNACONE "F"

H.K. \$286.00

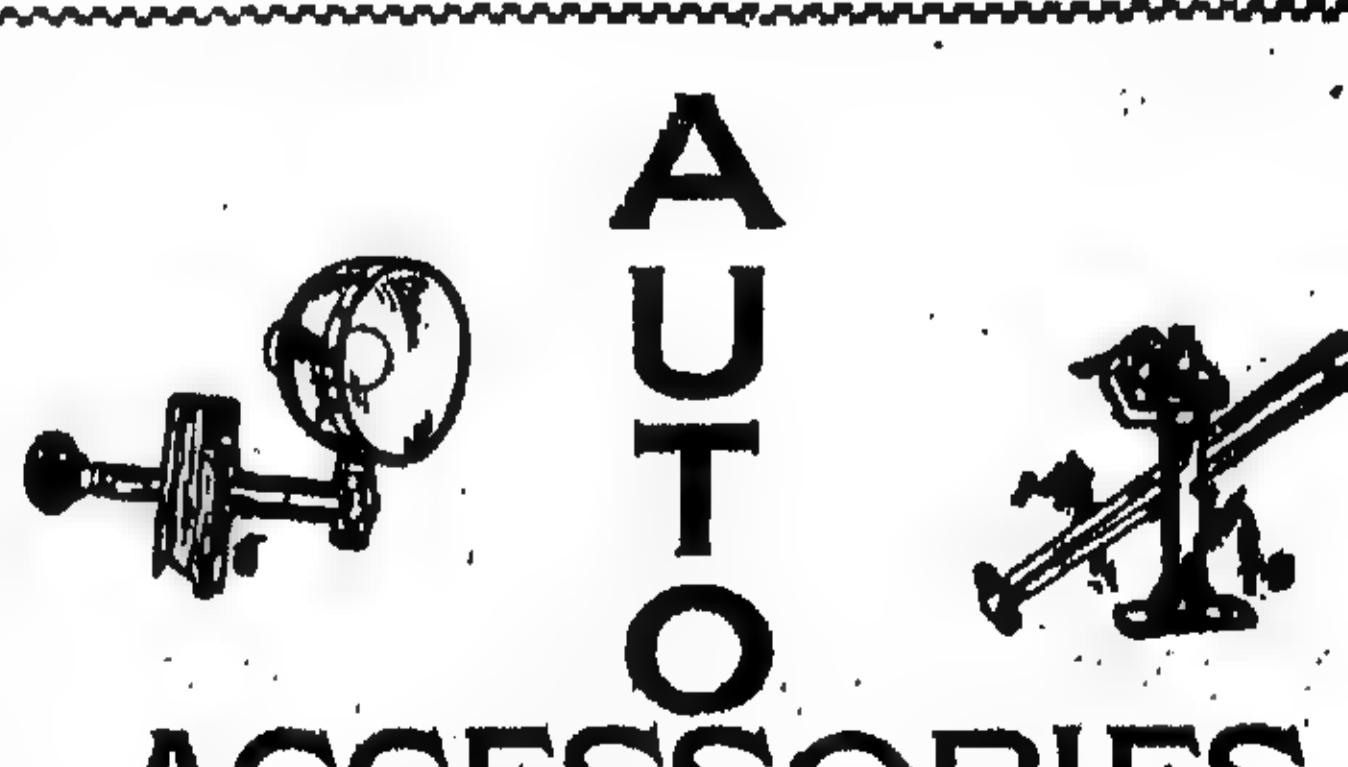
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## THE REPUBLIC MOTOR CO. OF CHINA.

30-32 Des Voeux Rd. C.



SUNDAY, JULY 28, 1929.

## THE HONG KONG SUNDAY HERALD.

IN SHANGHAI  
Morris Cars Second in Popularity

## TRIUMPH CYCLE LEAD

A recent number of the Municipal "Gazette" of Shanghai contained some very interesting tables of the numbers and makes of motor vehicles registered in Shanghai, which should prove tasty reading for the Commissioner of Revenue especially, if less so for his colleagues of the P.W.D. and Traffic Department. Taking private and public cars together, Buicks head the list with 613. Then come Morris's (both Oxford and Cambridge) 412, besides five Morris Minors. Then Fords 367, Chevrolets 275, Standard 275, Dodge 206, the privately owned cars alone Austin surpass Dodges with 187, but there are no Avisons in Hong Kong. Among the high priced cars there are fewer than 50 Packards, see Rolls-Royces 45, Daimlers two, Pierce Arrows one, Bugattis and one Lancia. Among the lower priced cars the Ford 1000, the Morris 80, the 100 with 1000, the 80, the Stewart 50, Tilling 80, etc., etc. In all, among the larger cars we find 80 Triumphs, 60 Standard, 50 Harley-Davidsons, 40 Stevens, 30 Indians, and 38 Excelsiors. Altogether there are 166 made of American cars in Shanghai, 138 made of motor trucks and 50 of motor cycles. The grand total of motor vehicles in Hong Kong is

Motor cars (private)	1,450
Motor cars (public)	129
Motor trucks (private)	632
Motor trucks (public)	605
Motor cycles	504

## SPORTING CAR

## The New Arrol-Aster

One of the most interesting sporting cars on the road is the new Arrol-Aster 17.5 h.p. single sleeve valve six-cylinder supercharged model, which has been brought out recently, rather as a special job for those who require a body replete with all the usual comforts but with a livelier, faster engine, giving a "sporting" performance. This new model sells at exactly £100 more than the ordinary model that is to say, at £698, and should definitely fill a gap for the driver who wants a sports performance with all the comforts and ease of driving an ordinary standard six-cylinder car. Incidentally, the sleeve-valve "straight-eight" can also be fitted with a supercharger.

The six-cylinder engine is of the well-known Arrol-Aster single sleeve-valve design, incorporating the new wobble-shaft which has cut out the disadvantages up to now inherent in the sleeve-valve engine. The performance of such a car should be interesting to watch.

## WHAT MOTORISTS SHOULD CARRY

In these days of crowded roads and fast moving traffic, says a contributor to "The Light Car and Cyclecar," an elementary knowledge of First Aid may make all the difference, if not between life and death, at least between acute agony and comparative comfort, not to mention after-effects in the prevention of blood poisoning, etc. No car, she continues, however small or old, or used on however small or great a mileage, should fail to carry an outfit. It is possible to purchase a comprehensive outfit quite cheaply, but, personally, she says, I use one of my own manufacture. This I have made from a piece of cretonne-covered oilskin and it contains essentials only—cotton-wool, boracic lint, several bandages, a packet of safety pins, a tube of "new-skin" and a phial of iodine. A pair of sharp scissors are also needed, a small sponge and a packet of boracic powder. With these and a flask of brandy, a first-aid outfit adequate to every need is cheaply provided, and is worth its weight in gold when emergency arises.

## THE NOVICE'S BUGBEAR

With the possible exception of gear changing, the greatest difficulties a novice has to master in learning to drive are undoubtedly in connection with reversing, says "The Light Car and Cyclecar." Some motorists, the article continues, never really learn how to handle a car neatly and with certainty when travelling astern, but this is no excuse for shirking their responsibilities in this direction. To become proficient certainly requires definite practice, but the fact that skill in reversing will enable a driver to avoid damaging wings or body panels, to say nothing of saving hours in the course of a year when the car has to be driven out of awkward places, should be a sufficient incentive to encourage everyone to give up a spare half-hour or so to learning the gentle art of reversing a motorcar.

HOME FUEL  
Meeting The Enormous DemandsIMPROVING OLYMPIA  
An England Show AreaBRITISH PROGRESS  
Some Remarkable Figures

Dealing with the subject of benzole "The Motor," in a leading article refers to the increase in the production and expanding exports of home-produced liquid fuel. Our contemporary remarks:

"We have pointed out that with the increase in the number of plants treating coal in various localities, there should be an additional and expanding supply of benzole to meet what is described as 'the enormous demand' which is said to justify the existing price of the commodity. The point that seems mysterious is that the home market does not yet appear to be affected beneficially by the increased supply."

We have now had an opportunity of referring to the latest Board of Trade Returns which show the imports and exports for the first four months of the years 1927-29. There we find some rather remarkable figures relating to exports of benzole and fuel oil. In the four months ending April 30, 1927, we exported 22,767 gallons; in the same period in 1929 the quantity sent abroad had risen to 950,587 gallons, an increase of 927,820 gallons! Nearly a million gallons of home-produced fuel sent out of the country in four months! Down to April 30, in 1928, we exported 273,887 gallons, which is 215,120 gallons more than in 1927, and the 1929 figures are 712,700 gallons in excess of 1928.

"Benzole is exempted from the 1d per gallon tax with the express object of encouraging its production and use as a home fuel. This was clearly stated by the Chancellor of the Exchequer when he imposed the petrol tax in 1928. We have no criticism to offer at the great increase of export trade in benzole, which is indicated by the figures quoted, and which may be reasonably accounted for, but it is obvious that we are justified in pointing out that the home market and the home consumers are not benefiting in proportion to the increase of production as was anticipated would be the case, unless there are factors in the situation which are not apparent on the surface.

The latest motor-coach enterprise is the adornment of the spacious beauty spots on the routes served. The effect of the competition of motor-coach traffic on railways was mentioned by Justice Maugham during the hearing in the Chancery division of a petition for the appointment of a receiver for the Southwold Railway Company. It was explained that although it was a railway derelict, only Parliament could order the winding up of a company which was incorporated by Act of Parliament, but it did not include the amalgamation of railways. The Judge, while approving of the appointment of a receiver, said that it was not the real remedy in legislation necessary to deal with the matter, because other small railways had not been abandoned in view of the severe competition of road traffic.

## WOMEN DRIVERS

## Need For Removal of Inconsistencies

With the number of women drivers increasing by thousands and thousands each year, automobile manufacturers more than ever before consider this factor in the design and construction of their products. This is aimed at by providing as many conveniences and safety features as possible, that will appeal not only to women, but to all drivers.

A clear example of this is seen in the Willys-Overland Company's new line of Whippet fours and sixes. Notable among the outstanding conveniences on these cars is the "Finger Tip Control." This consists of a button conveniently placed in the centre of the steering wheel to control all the functions of starting the motor, manipulations of the lights and sounding the horn.

**Driving Comfort**  
In addition to this being a decided safety factor it also materially increases the driving comfort of the driver. With this new improvement the driver no longer searches with his or her foot for the starter button usually found on the toe board. Instead, a slight pull of the button starts the engine, a turn of the button to the right controls the lights of the new type headlamps, and the horn is sounded by pressing the button downward with the finger.

The new improved steering gear also provides easier handling of the car with a minimum effort. This permits women to more easily park their car.

The increased second speed gear is a distinct aid in heavy city traffic and allows a quicker pickup and get away.

The larger and more comfortable interior as well as the large, easily operated 4-wheel brakes, also are distinctive features which will appeal to both men and women drivers, while the notable fuel and oil economy and low maintenance cost make the Whippets outstanding in the low priced classification.

## SPEED RECORD

## More Cars to be Built to Beat "Golden Arrow"

London, June 20.—Sir Henry Segrave, who established the land speed record of 231 miles an hour at Daytona last March, anticipates that more engineers will design a new car for an attempt to lower the record next year. This view is shared by Captain Irving, the designer of Sir Henry Segrave's Golden Arrow, and by Mr. Louis Chatelan of the Sunbeam Motor Car Company.

The latter states that he proposes to build a motor car which will greatly exceed the maximum speed of the Golden Arrow, but profiling from experience in the past no technical details of the car will be published.

## PUNCTURED FLOATS

One of the most annoying lesser difficulties to rectify is a punctured float. A method of overcoming this trouble, which has been found effective, is first to enlarge the hole to allow the petrol to escape, then to put it on one side for several days so as to allow all traces of petrol to evaporate. If this procedure is not adopted there is a danger of an explosion when the soldering iron is applied. After soldering up the hole, care should be taken to scrape away all superfluous solder so that the float is as near to its original weight as possible. Otherwise it will alter the petrol level in the carburettor and cause flooding, unless suitable adjustment is effected to counterbalance the modified weight.

## CLASSIFIED ADVERTISEMENTS

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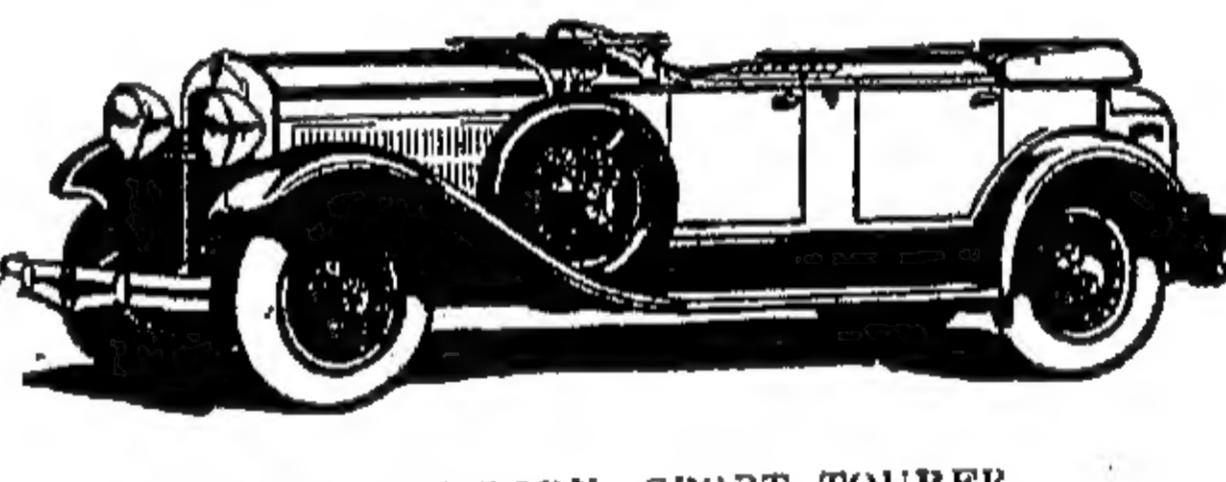
The Firestone tread was not designed with large, massive projections for appearance or to make plausible sales argument. On the contrary, the projections of the cross-and-square tread are small and the rider strips narrow, permitting the tread to yield to irregularities and cling to the road, giving the greatest non-skid surface. This tough, pliable tread has the wear-resisting qualities that give thousands of extra miles of service and save you money. Let us supply your needs.

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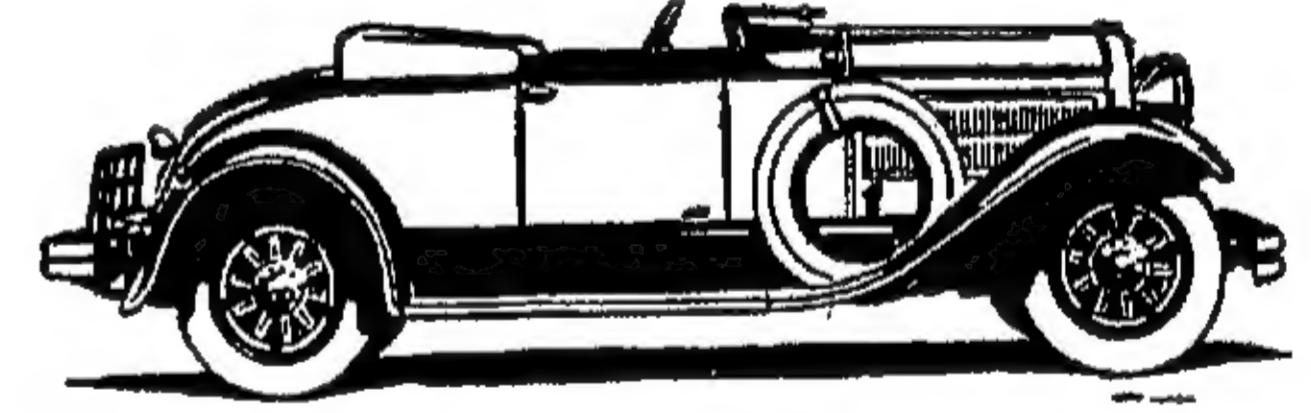
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Motorists have acclaimed Essex the Challenger and the Greater Hudson the outstanding values in all motordom. In both cars they have found challenging performance, in speed, reliability and economy. They have found beauty, ease of control, roominess and luxurious appointments.



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Canton Branch:—466, Yat Tak Road, Canton.



## THAT HORN!

Recent Home mail papers contain a report of transport conference on the subject of road traffic noises and dangers which ought to prove of considerable interest to the local controllers of traffic. The document, however, is a disappointing

one for it appears as if London is in as great difficulty as Hong Kong concerning the framing of any satisfactory rules that will prevent the nuisances caused by the motor-horn. At first the members thought it would be possible to fix on some type of horn for general use, the noise from which would not be too strident. But this was abandoned. In the end the question was simply referred back to the Minister of Transport who was advised to get the National Physical Laboratory to help him in working out some practical means of getting a standard horn that might be made compulsory. It would be well, for the local authorities, to get in communication with the Minister of Transport and find out what is being done.

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## AUSTRALIAN VIEW

### Praise For British Cars

One of the most prominent Australian agents of Crossley Motors, Ltd., writes as follows:

To-day there are many makes of British cars negotiating the worst Australian road conditions with ease, economy, and utter reliability. British cars all over Australia are to-day establishing performances of scores of thousands of miles over indifferent and unmade roads and rough tracks without even trifling mishaps.

Some months ago I tested a British car and deliberately selected some of the worst varied conditions in Victoria for the car's trial. My car was a 16-h.p. Crossley Touring Model and the tour extended over 1,000 miles.

Every effort was made to get away from good roads and infrequently-used roads were chosen. Heavy sand, boggy swamps, boulder strewn country, steep mountain grades, unbridged river crossings, and rough bush cattle tracks were all negotiated in turn and the car was not spared any hardships.

The load carried, including passenger and camping gear, etc., was between seven and eight cwt. The highest point in the Alps (over 8,000 feet) was reached by climbing a rough cattle track over the Dargo High Plains. Mountain grades were considerably steeper than any made mountain road in Victoria.

On one occasion for nearly five miles, the car had to be driven in low gear over an unbroken succession of boulders and rocks.

On another part of the tour the south coastline was closely followed for

scores of miles, and in one particular instance the car had to be driven along the beach for a distance of 10 miles at low tide. The cattle track could only be regained by leaving the beach at the mouth of a shallow stream. For some distance the car had to be driven up the stream's bed through shallow water.

The car behaved admirably throughout exhibiting a sturdiness and reliability of the highest order.

Whilst the tyres suffered very badly over the sharp rocks and steep rough mountain grades, there were no mechanical troubles or defects and the car has since given complete satisfaction. Before starting on the trip this car had been in constant use for over a year.

This experience is only one of many which this well-built British car is giving throughout Australia.

### SPECIALIST

A motor in a factory broke down. The operator, the foreman, and the plant engineer couldn't start it.

The expert took one quick look at the machine, tapped it several times with a hammer, and told the operator to start it.

His bill was \$50. When the superintendent asked for an itemised statement, he got this:

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## LIGHTLESS CARS

### Greater Danger Than Beating the Red

"Linkboy" writes to the Johannesburg "Sunday Times": "Now that the authorities are enforcing traffic signals on every hand, it is a most opportune moment for them to concentrate on a far bigger menace to the community at large, namely, unlighted vehicles.

It is an anomalous position for the Powers that Be to 'go to the whole hog' where the breaking of one law is concerned, while practically condoning the breaking of a far more important one. I think everyone will agree that, though there is a certain amount of danger in not heeding the Robots, there is far bigger danger in vehicles being driven at night without lights. This is most obvious at lighting-up time.

"Funny enough, not one driver in fifty seems to know what lighting-up time means, and it is no uncommon thing for me to drive home from my office at 6 p.m. and pass at least fifty unlighted vehicles on the way.

"It is a bad practice to prime an engine too liberally, for the excess of petrol runs down the cylinder walls, washing off the oil and so descends to the sump, where it dilutes the oil. If the car is equipped with engine priming cups, these should be filled with petrol and then opened, the amount held by the small cup being the correct measure.

A good plan is to tap a priming cock into the induction pipe a short distance above the carburettor, into which petrol may be admitted by means of a small can. This will provide a very rich mixture for starting.

To eliminate all possibility of the slightest body squeak the Franklin Automobile Company have constructed a unique squeak test in their factory in Syracuse, N.Y.

Engineers were sent out to measure the rough spots, holes and obstacles in the worst mountain roads and to record resultant stresses on body parts.

Artificial holes and rough obstacles, exact replicas of those found in the poorest roads, were

## BRITISH MAKES Sales For Overseas Residents

There is a great deal of optimism concerning the sales of British vehicles overseas. The whole position has been, and still is, one of difficulty but there is fear as to the ultimate results. Those dismal pessimists who say that we are "going to the dogs, my boy, other countries are doing us down in every direction" are still with us. These sort of people do no good to their country, themselves or to any one else, and, what is more to the point, they are incorrect.

While Great Britain can produce men like Major Segrave, cars like the Golden Arrow (the fastest vehicle in the world) and engines like the Napier "Lion," does she appear to be decadent? The answer is very emphatically in the negative.

### Popular "Sixes"

We state on reliable authority that the British six-cylinder models, now being sent overseas in increasing numbers, are creating a very good impression. Agents and buyers appreciate that these vehicles represent a real effort to meet public requirements. All these cars have the correct track, ample clearances, accessibility, and good suspension. The bodywork is handsome in appearance, while in closed cars, all-steel construction, and safety glass, are becoming general practice. Prices, are reasonable, and it should be remembered that there are limits to cheap articles. The price of anything depends on several factors, the chief ones being production, distribution, and advertising.

All these points are taken into consideration before the selling price is fixed. What the customer should consider is whether the cheapest is always the best for his, or her pocket. Other countries can certainly make cars cheaper than we can, but are the materials and workmanship as good? Glittering paint hides a multitude of sins.

Without wishing to influence purchasers in any direction we would point out that a British car depreciates less than any other car, while the second-hand values are higher than those of foreign vehicles. To a rich man these facts may be unimportant, but to the average motorist they mean a lot.

### Luxurious Commercial Vehicles

Rapid strides have been made with passenger vehicles, and the commercial industry is in a flourishing condition. Four-wheel brakes are fitted to most vehicles, steering is light, and the driver of the modern British passenger coach has at his disposal, comfort, speed, pneumatic upholstery, servo braking, self-starters, and electric lighting. Strange as it may appear to the commercial industry appears to have made more rapid progress than the car side. The modern coach with its powerful 4-cylinder or 6-cylinder engine, and pneumatic tyres, is capable with full load, of speeds up to 80 m.p.h. says a writer in the Home Press.

The six-wheeler is essentially a British production and vehicles of this type are invaluable in countries which are without made roads. The overseas repeat orders for heavy-duty trucks and large passenger vehicles are sufficient indication that users regard them as an investment.

### The Supreme Motor-Cycle

The British motor-cycle is supreme abroad, and is free from serious competition. Manufacturers are concentrating on supplying a lightweight utility machine which is simple to drive, clean to ride, reliable and economical. The present day machine of this type is one with an engine under 175 cc's capacity and these machines are capable of going anywhere where the driving wheel can grip.

As we said in the beginning of this article we are very optimistic concerning the chances of the British motor industry overseas. Class will tell in the long run, and prices are becoming competitive.

### "SQUEAK TEST"

### Motorists Demand Quietude

Modern motor car manufacture has become so precise and the demands of motorists have been so exacting that the slightest noise of a car is noticed at once. Conversation was once impossible in an automobile due to the noise of the engine and the rattling of the body. This is in the long ago. Motorists now demand the quietude of the most proper drawing room in their cars.

To eliminate all possibility of the slightest body squeak the Franklin Automobile Company have constructed a unique squeak test in their factory in Syracuse, N.Y. Engineers were sent out to measure the rough spots, holes and obstacles in the worst mountain roads and to record resultant stresses on body parts.

Artificial holes and rough obstacles, exact replicas of those found in the poorest roads, were

## NEW WHIPPET 6

### Four-Speed Forward Transmission

A new conception of values in commercial cars is found in the new line of Superior Whippet Six 1½ ton units announced by the Willys Overland Company. In outstanding mechanical features, which include four-speed forward transmission, heavy seven-bearing crankshaft, lever-strut piston full force feed lubrication, timing chain, big four-wheel brakes, "Finger-Tip Control" and a chassis of exceptional sturdy construction, the new Whippet Six commercial unit is seen as a striking advancement over present day engineering practices employed in other commercial units selling in the Whippet price brackets.

The company's presentation of this new line complete the Whippet commercial car programme for 1929 and provides complete coverage in the low priced commercial field.

In the construction of the new commercial units, Willys-Overland engineers perfected the Whippet Six chassis to provide power, speed, reliability lower cost per mile and general economical operation throughout, thus assuring the owner of utmost dispatch in the safe delivery of merchandise. Notable among the mechanical features listed in the four-speed forward transmission, which should have a marked appeal to all commercial car and truck operators. The incorporation of this type of transmission in the new Whippet Six commercial chassis provides added pulling ability in the low gears and enables the driver to make a quick getaway with a capacity load.

The "Finger-Tip Control" system, which has proved so highly successful in the company's passenger cars, also is standard equipment in the new commercial chassis. This system, with a button in the centre of the steering wheel, enables the driver to control all the functions of starting the engine, operating the lights and sounding the horn without changing the driving position.

It is also recognized as a distinct safety factor since any one or all of the operations are performed without the necessity of the driver removing his foot from the brake pedal or taking his eyes from the roadway ahead.

The heavy seven-bearing crankshaft is an important feature and is admittedly essential for the smoothest possible operation of a six cylinder engine. This crankshaft is drilled for full force feed lubrication and is an innovation in the construction of commercial chassis selling in the Whippet Six classification.

The design of the radiator, lamps, etc., follows the standard style of the Whippet Six passenger cars. Automatic windshield wiper, rear view mirror, and automatic stop and tail-light are standard equipment.

The six cylinder power plant with a bore of 3½ inches and a stroke of 3¾ inches, which has proved so satisfactory in the present line of passenger cars, is employed in the commercial line and develops 60 horse-power at 3,000 r.p.m.

### THE SILENCER

### How Power Is Lost

A silencer, the inside of which has become choked with carbon, will often cause a distinct loss of power. The best cure, of course, is to dismantle the silencer and scrape away the offending deposit, but in some cases the construction of the silencer does not allow this to be done. A reader recommends that after the pipe has been disconnected from the engine, the tail pipe should be plugged up with a large cork, and a quantity of ammonia poured in. If the silencer and pipe are left for a few hours, then tapped smartly with a hammer, a large part of the carbon will come out when the ammonia is emitted.

Ammonia, of course, is not a solvent of carbon, and its effect is merely to attack the grease and so loosen the deposit. The effectiveness of the idea, therefore, will depend upon whether the deposit is very greasy or not. Paraffin can be used as an alternative to ammonia, but on the grounds of safety petrol is not to be recommended.

### Overseas Petrol

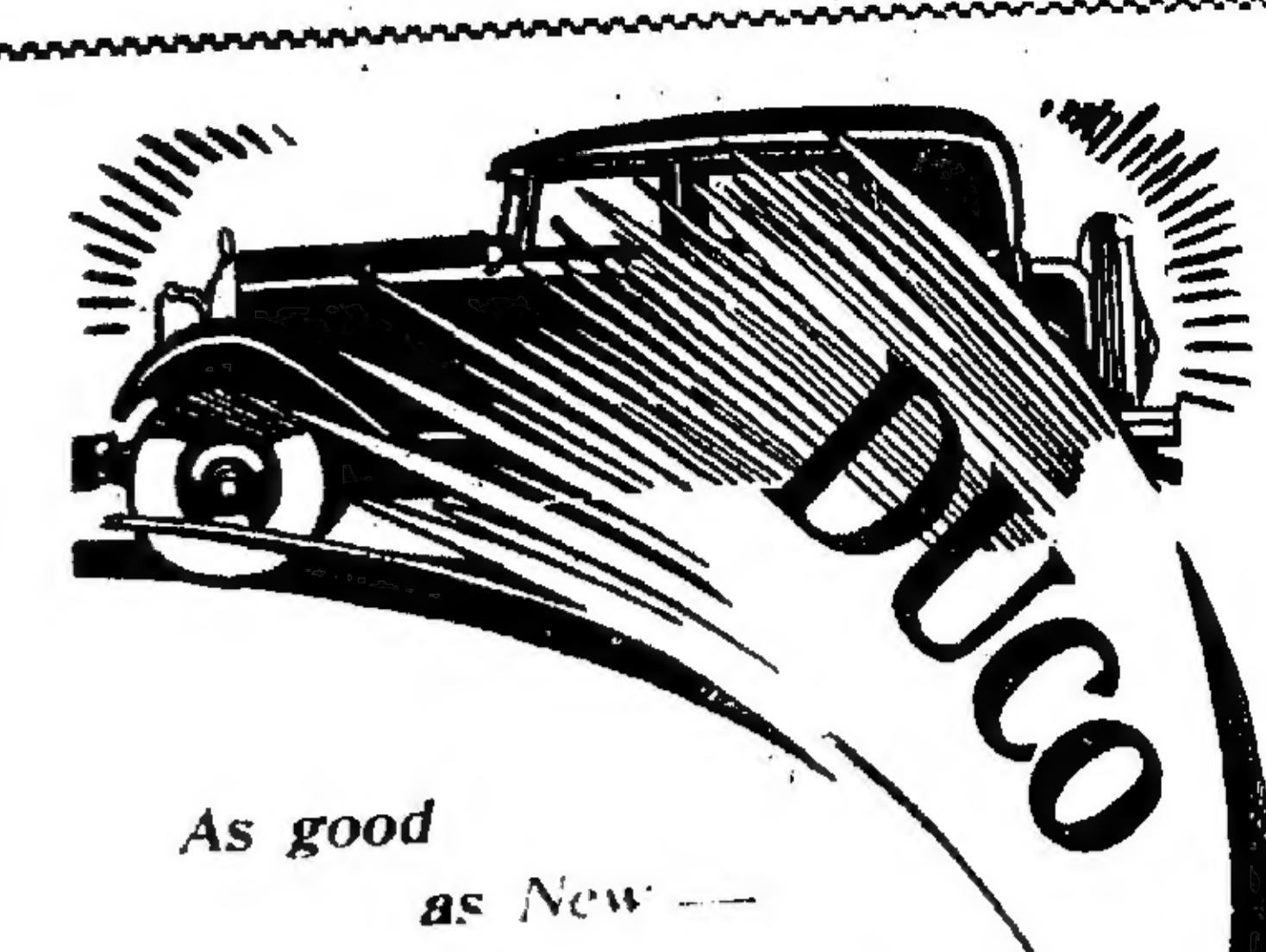
It is a bad practice to prime an engine too liberally, for the excess of petrol runs down the cylinder walls, washing off the oil and so descends to the sump, where it dilutes the oil. If the car is equipped with engine priming cups, these should be filled with petrol and then opened, the amount held by the small cup being the correct measure.

A good plan is to tap a priming cock into the induction pipe a short distance above the carburettor, into which petrol may be admitted by means of a small can. This will provide a very rich mixture for starting.

set up in a circular track in the Franklin factory. Every Franklin car is run over this rough course

where, in a few hundred yards, it meets the rough going that a motorist seldom sees in hundreds of miles of driving. Should the slightest squeak or noise develop in the rough spots, holes and obstacles in the worst mountain roads and to record resultant stresses on body parts.

Artificial holes and rough obstacles, exact replicas of those found in the poorest roads, were



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## OTHER DRIVERS

### Why They All Seem Dangerous

George Bernard Shaw is reported, we notice, to have stated that he believes everyone's driving is dangerous except his own. His chauffeur, he said, has a tendency to regard his driving as dangerous when sitting beside him, whilst G.B.S. returns the compliment when their positions change. It does not need the Shavian intellect to form similar conclusions or to hold similar views. All of us, who normally drive ourselves, look with grave suspicion upon the man at the wheel. The reason is surely because we are rarely driven by a man who not only constricts the doctrine of road sense as we do ourselves but whose reflexes also respond at precisely the same speed as ours.

A driver of normal temperament, in good health and with an athletic training—the type of man who excels in outdoor games of skill and judgment—transforms the need for action into its accomplishment more rapidly than most of us, and thus gives the impression that he is taking risks; similarly a driver whose reflexes are steady—who is "slow on the uptake"—scarcely us because he brakes later than we should have done and swerves sharply with 10 seconds to spare when we should have turned gently with 12. Either type of driver conveys to a more normal man the impression that he is not master of his car, but his record may, and generally does, deny it. It is his history at the wheel which stamps a driver as good or bad, safe or dangerous. Far more delicate and less imaginative machinery than a human brain would be needed to weigh him up from mere observation.—Light Car and Cycle Car.

Among the many reasons why an engine refuses to start are that the spray nozzle, float valve, or feed tank may be clogged, the petrol tank empty or the supply cock shut off.

which permits a strong spring to force the plates into contact with each other. The friction generated by this pressure causes the plates revolving with the flywheel of the engine to pick up the plates attached to the gears, and all revolve together. In the rear wheels of the car are made to rotate with the engine at a ratio of speed depending upon which set of gears is engaged in the transmission, and in direct proportion to the speed of the engine.

**Material Used in Plates**  
Most disc clutches have half the plates faced with a special friction material, the alternate plates being of smooth steel. They require no lubrication; in fact, the surfaces of the plate must not be kept free from oil. However, the clutch throw-out bearing, which comes into play when the clutch is held in the released position, must be kept well lubricated. Keeping the foot on the clutch pedal while driving, known as "riding the clutch," brings this bearing into action, causing unnecessary wear and only a slight pressure of the foot will be sufficient to cause the plates to slip, get hot, and wear out very quickly. However, when starting the car from a standstill the clutch should be allowed to slip slightly. To obtain smooth action when starting the car, it is necessary to allow the pedal to come back very slowly until the clutch begins to engage and the car actually starts to move.



**Sole Agents:**  
THE CHINA MOTOR SUPPLY CO., 28-28a Des Voeux Road C.  
Telephones: C. 1558 & C. 3532.  
Canton Branch: 186, Yut Tak Road, Canton.

## BUYERS' GUIDE

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CHANDLER LTD.—Asian American Co., 11, Queen's Road East, Tel. C. 575.  
CHEVROLET—Hongkong Hotel Garage, Queen's Road, C. 4759.  
CHRYSLER MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
DODGE—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.  
ESSEX—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. 1558 & 3532.  
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GUY MOTOR PASSENGER BUSES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
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OAKLAND—Lane, Crawford, Ltd.  
OSMOR—The Chinese Garage, Queen's Road, 23 Wong Nei Chung Road, Tel. C. 1216 & 6252.  
PAK KANG LTD.—Motor Garage, Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1216.  
PACKARD MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
PLYMOUTH MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
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ROLLS ROYCE—Hongkong Hotel Garage, Queen's Road, C. 4759.  
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FORD TRUCK—Wallace Harper & Co. Ltd.  
FORDSON TRACTOR—Wallace Harper & Co. Ltd.  
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.  
GRAHAM—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.  
MORRIS—Hongkong Hotel Garage, Queen's Road, C. 4759.  
REO MOTOR TRUCKS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
SPA—Soc. Ital. e Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.  
STUDEBAKER—Hongkong Hotel Garage, Queen's Road, C. 4759.  
WILLYS KNIGHT TRUCKS—Gilman & Co., Ltd., Des Voeux Rd. Central.

### MOTOR CYCLES

B. S. A.—The Sincere Co., Ltd., Des Voeux Road, C. 1067.  
HARLEY-DAVIDSON—Gascon Motor Co., 2, Kwong Wah Road, Kowloon, K. 1242.  
JUMBEK—Lane, Crawford, Ltd.  
MONET-GOYON—French Motor Cycle Co., 46, Nathan Road, Kowloon.  
NEW HUDSON MOTOR CYCLES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
RALEIGH MOTOR CYCLES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
ROYAL ENFIELD MOTOR CYCLES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

### TYRES AND ACCESSORIES.

ACCESSORIES—Hongkong Hotel Garage, Queen's Road, C. 4759.  
ACCESSORIES—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.  
FIRESTONE TYRES—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, C. 1247.  
FISK TYRES—Gilman & Co. 4a, Des Voeux Road, C. Tel. C. 290.  
GOODRICH TYRES—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.  
MICHELIN TYRES—Goeke & Co., China Building, C. 2221.  
MILLER RUBBER TYRES AND TUBES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

### MOTORIZING NOW

#### Are You The Perfect Passenger?

As few women owner-drivers motor for pleasure without "filling-up" the car with friends, to whom they think a ride will give enjoyment, the thought suggests the question, "What makes the perfect passenger?"

The very first answer to that question is the passenger who never touches the driver. This sounds quite absurd, but I had an instance of this particular form of imperfect passenger only recently.

I was on a long run from the coast, with more than a hundred miles in front of me before dark, so perhaps I was unconsciously "speeding" a little on the unrefined country roads; which may have made my passenger nervous, as she motors very little. But at any rate, at the moment I have in mind, I was not doing more than 25-30 m.p.h. when I sighted cows ahead, and immediately slowed down.

Knowing that animals may do anything, however unexpected, I was quite prepared for part of the emergency that actually happened. Two young cows, more frisky than the rest, quite suddenly, without warning, turned from the side of the road into the middle, just in front of my car.

The emergency for which I was not prepared was the sudden violent clutching of my arm, which all but turned the steering-wheel and sent the car skidding into the ditch. Fortunately there was no other traffic approaching, and the cows conveniently got out of the way.

#### The Clutching Hand

The same thing happened again later on, when I passed a turning off the main road that I was looking out for.

I stopped and backed the car in the usual way, and felt a clutch on my hand because another car was approaching. Again, fortunately, nothing serious resulted—except my lecture to my passenger for the dangers and folly of her "clutching hand."

She admitted that the action was quite involuntary, and she did not know she had done it until it was too late. The habit probably results from the many times she has cause to rush to her small children to avert accidents when tiny fingers fondle articles not intended for them. Anyway, the experience was new to me.

The perfect passenger never touches the driver's hands when they are on the steering-wheel!

#### The Matter of Sign-Posts

The perfect passenger, of course, would never let one pass the sign-post one was looking for. She would warn one of its approach before one had passed it, a point on which my passengers are very remiss, I find! Invariably, if we are motoring by the map, they land us goodness knows where, and if I am relying on sign-posts I usually rely on myself to read them, and make the necessary turn before the other occupants of my car have ever seen the post. An injured "Well, you shouldn't be so quick; you should give me time to read it," is all the help I receive.

The perfect passenger interprets maps and sign-posts at alacrity! Ready, Aye Ready

The perfect passenger, too, never keeps one waiting at the start of a journey. It is quite permissible for the driver to keep her passengers waiting, for has she not a hundred and one things to see to in connection with the car before getting away?

But is anything more irritating than to be quite ready, even to having started the engine, only to find one's passengers still ready?

The really perfect passenger, indeed, is always ready at hand whenever wanted; has a due regard to the driver's skill and quickness to cope with emergencies; and is quite willing to shoulder cheerfully all the dull jobs like map-reading, checking the route, asking the way, sitting still doing nothing—and walking home if necessary—Barbara Budden.

### 6-WHEELER SCORES

#### Taking Wool to the City

The extraordinary utility and efficiency of the six wheeled motor vehicle is demonstrated most effectively in countries practically devoid of all ordinary roads. In Australia, for example, large quantities of wool have to be hauled from sheep stations, often hundreds of miles in the interior, to the rail head, and for this pur-

### SMALL FIATS

#### Two of the World's Best

The 9-h.p. and 12-h.p. Fiat are two of the world's best small cars. They are not listed at bottom prices in this country. The 9-h.p., for example, costs £106 as a four-seated tourer and £126 as a saloon, while the 12-h.p. is catalogued at £205 in open form and at £225 as a saloon. By contrast the 9-h.p. Standard costs £185 as a fabric saloon, and the 12-h.p. Morris-Cowley no more than £175 (open) and £190 (saloon). The methods of the famous Turin factory approximate to those employed by mass-production concerns in this country, and it is evident from these comparisons that the costs of export and of maintaining full service facilities in Great Britain prevent the Fiats from competing with home-built cars in respect of price. Neither, of course, is it possible for an Italian factory, enjoying comparatively small sales over here, to furnish such extensive service facilities as the larger British concerns can afford to organise. On both these counts the cheap British cars score quite heavily. But in spite of these handicaps the Fiat cars continue to sell very freely amongst us; and their sales are very honestly inspired.

There is no racing programme. There is no competition programme. The expenditure on purchasing space in newspapers is very small indeed. The cars sell simply because owners like them, and recommend them to each other with unusual warmth. Fault—a Virtue

Popularity with owners is the best recommendation which a car can claim. I think it is true to say that the small Fiats have only one fault, and that a fault which many owners regard as a virtue. Planned for the passes of the Alps and the Dolomites, they are rather low-gear'd. The 9-h.p. has only three gears, plotted as low as 6, 12½ and 20 to 1, respectively, which a connoisseur will recognise as being remarkably low. But the engine is designed to turn over smoothly at very high rates of revolution, and 50 miles an hour with a fully loaded saloon body is, by no means, unpleasant. The 12-h.p. has four gears, so this question is less acute; but the third gear of this model would strike a shivering British owner as somewhat low. Apart from this item, it is impossible to identify any intrinsic fault in either model; and low-gear ratios are naturally transformed into a most enviable virtue when the car invades the mountains. Not very long ago I took one of the very best British small cars into the mountain *maquis* of Europe, accompanied by a 12-h.p. Fiat. It gave me a most terrific drubbing over the whole route. There was no hot spot in its engine, which would accept plenty of throttle even on such a prolonged climb as the Stelvio Pass, and never ask for even a dribble of fresh cooling water all day long. Its gear ratios were much better suited to mountain-going than my own. Even when the running degenerated to pure, blind speed, as on the special motor roads of North Italy, where there are neither cross-roads nor speed limits, the Fiat scampered away from me and kept cooler than I did. It is only on the short, easy climbs of the British Isles that the design of a British gearbox can hope to score. In other words, if I resided on the Continent, or even spent a substantial portion of every year across the Channel, my patriotism would be very sorely strained.—"New Statesman."

#### HOW TO DRIVE

#### For Beginners and Others

Each motoring season introduces a large number of new motorists who have to gain their driving experiences. The great value to them of an authoritative handbook on the subject as an aid to practical experience needs no emphasising. There is very much more to learn about driving nowadays than formerly, as traffic and road conditions have been developing rapidly even in Hong Kong, and new driving problems are continually arising, and the motorist has to be well equipped with knowledge to meet these conditions.

The new and revised edition of "How to Drive a Car" (Temple Press 2/6) comprises thirteen chapters; and the reader is led step by step from the elementary principles of car control until he reaches chapters covering the finer points of driving and refinements in handling the controls.

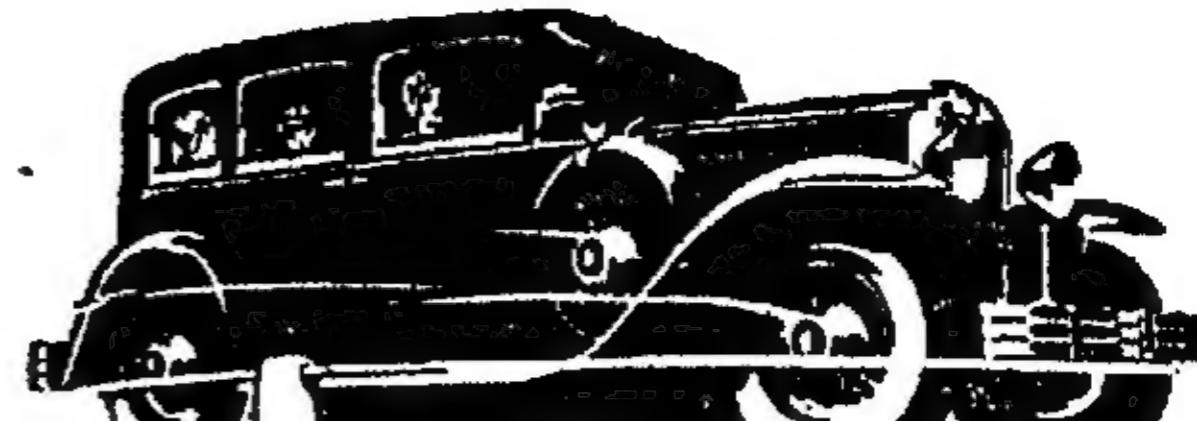
A large and well-illustrated chapter is devoted to the art of changing gear and the correct use of the brakes. A feature of this new edition is the inclusion of a description of recent improvements in transmission mechanism and how these modify manipulation, and the art of driving.

There is a large number of illustrations which greatly increase the instructional value of the text.

pose a number of the well-known Morris-Commercial Six Wheelers are being successfully used.

The kind of work which these vehicles are called upon to do is shown by the following extract from the report of one Morris-Commercial driver:—

"...that day the truck had to cut a new track over soft, virgin-country. In places the water was over 1 ft. deep; for miles our tracks were from 1 ft. to 18 in. deep, and a third track was visible in parts where our drifts had been dragging. After the first time we never once got stuck and we hauled from Mobindry to Goondimindi for six weeks, averaging 100 miles per day. On several occasions during the season we had heavy rains, but practically nothing could stop the truck."



"Buick getaway, power and speed surpass any car I have ever driven!"

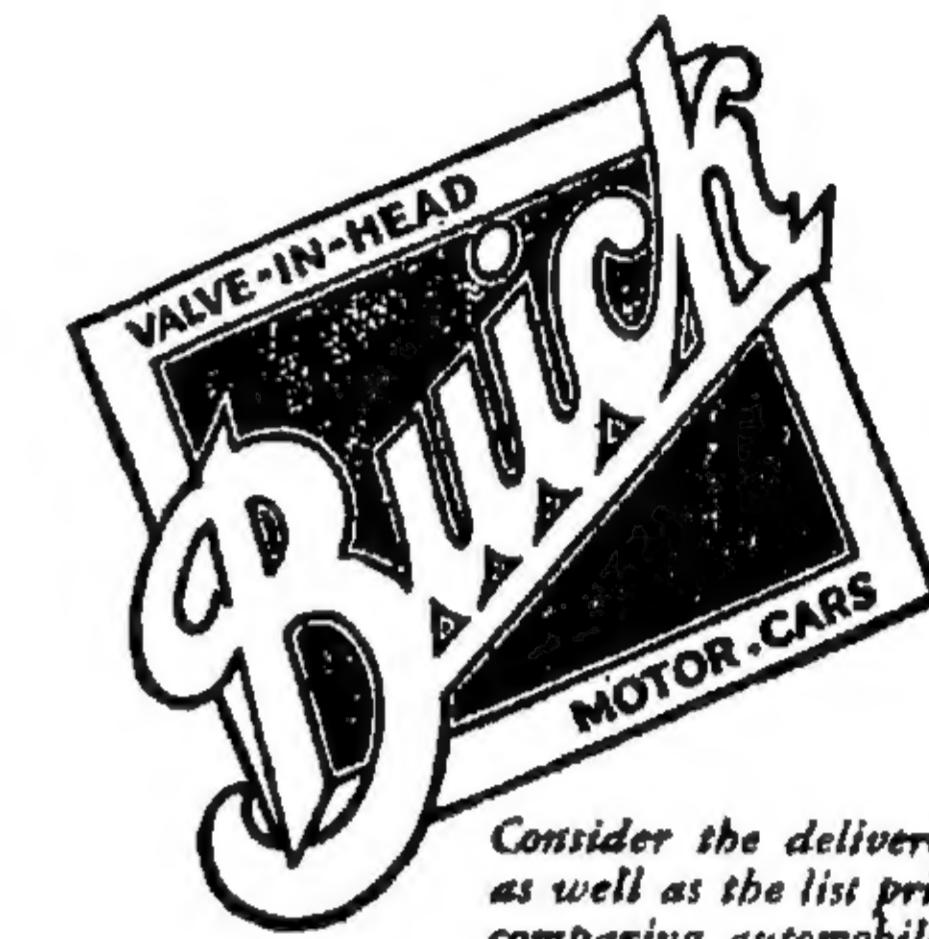
Mr. R. R. R., Brockton, Mass.  
(name upon request)

More than 130,000 men and women have proved for themselves the thrilling Buick performance to which this owner testifies . . . and having proved it, have bought the new Buick!

A similar thrill awaits you! Come, take the wheel!

BUICK MOTOR COMPANY, FLINT, MICH., Division of General Motors Corporation

*They got behind the wheel . . . got the facts . . . and bought BUICKS*

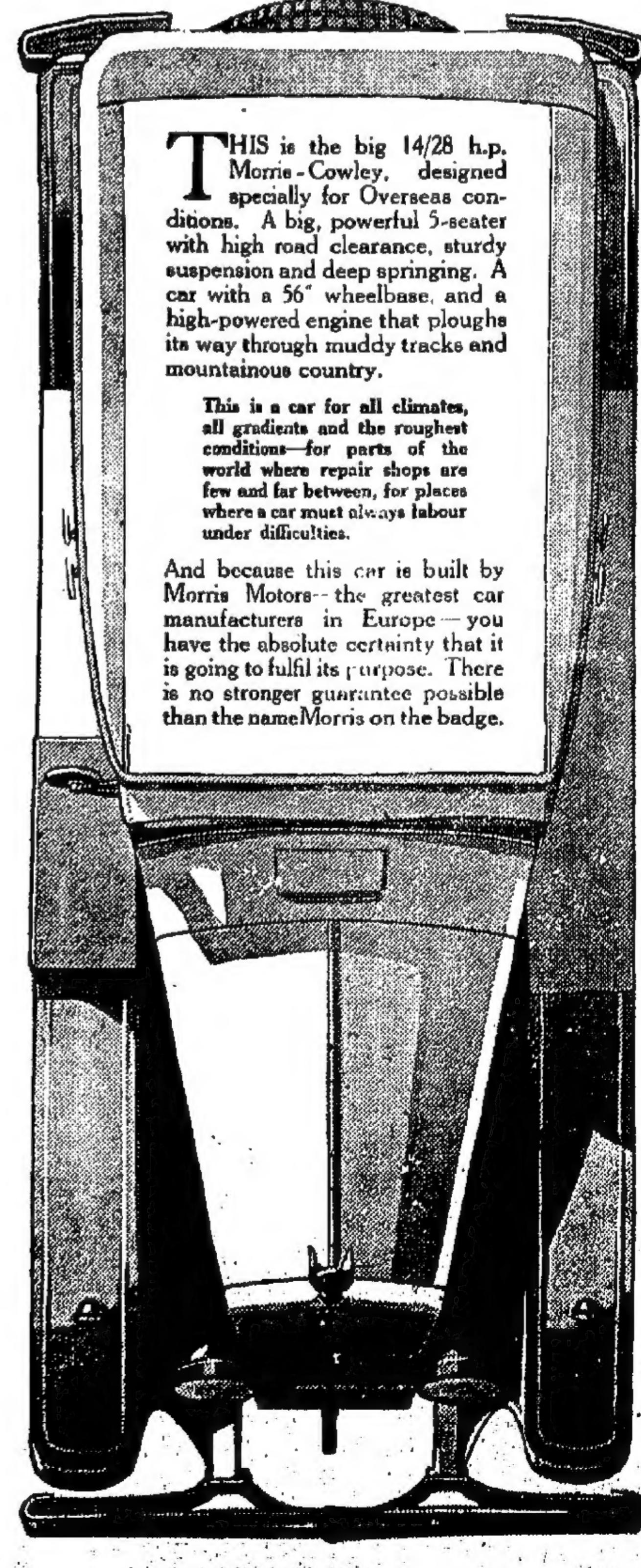


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as well as the list price when  
comparing automobile makes.

DRAGON MOTOR CAR COMPANY LTD.  
33, Wong Nei Chung Road, Happy Valley

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See the new World-wide  
**MORRIS**



THIS is the big 14/28 h.p. Morris-Cowley, designed specially for Overseas conditions. A big, powerful 5-seater with high road clearance, sturdy suspension and deep springing. A car with a 56' wheelbase, and a high-powered engine that ploughs its way through muddy tracks and mountainous country.

This is a car for all climates, all gradients and the roughest conditions—for parts of the world where repair shops are few and far between, for places where a car must always labour under difficulties.

And because this car is built by Morris Motors—the greatest car manufacturers in Europe—you have the absolute certainty that it is going to fulfil its purpose. There is no stronger guarantee possible than the name Morris on the badge.

THE HONG KONG  
HOTEL GARAGE

**MORRIS**  
MORRIS MOTORS (1926) LTD., COWLEY, OXFORD, ENGLAND

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GRAHAM — PAIGE  
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**KOTEGATE & CO.**  
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# Hongkong Sunday Herald.

號八廿月七十九十二百九千一英 HONG KONG. SUNDAY, JULY 28, 1929. 二廿月六巳國瓦華中

"OVERLAND CHINA MAIL"

SEND IT HOME!

THE WEEK'S NEWS  
ILLUSTRATED.

25 cts.

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## WATER POURING IN

Condition of H.K.'s Reservoirs

### WHAT TYTAM TUK NEEDS

"Pokfulam Full to Brim, Probably Overflowing"

The heavy rains of Friday night and Saturday morning considerably augmented the island reservoirs. On Saturday evening Tytam was within four feet of overflowing into Tytam Bye-wash and was still receiving large supplies from the catchment area and catchwater.

Tytam Intermediate was within about eight feet of overflow. Tytam Tuk has room for at least a thousand million gallons more, but, of course, will not really begin to fill until the others overflow into it. Meanwhile it is receiving considerable supplies from its own catchment area and from the Repulse Bay Road catchwater which intercepts many useful hillside streams formerly running into the sea. It is at present contributing no small quantity of water.

Wong-nei-chong Reservoir would have overflowed by now, but it has been supplying the town for several days past. It is now about four feet from overflow. Pokfulam is full to the brim and probably overflowing.

Judging from the streams running down the hillsides everywhere, Hong Kong reservoirs will receive, for at least a week to come, more water than they expend.

### Rainfall Figures

Although rain only began to fall yesterday shortly before the daily readings at the reservoirs, 2.45 inches was the return at Tytam for the 24 hours ended at about 7 a.m. At Pokfulam, on the other hand, it was only .14 inch. Once more the rainfall in the Island has been heavier than in Kowloon.

The "gain" in Hong Kong yesterday was 25 million gallons, bringing the total up to 745 million gallons, with water still pouring in.

At the Royal Observatory, Kowloon, the rainfall for the 24 hours ended at 10.30 a.m. yesterday was 1.416 inches, with the "heaviest" hour (7.30 a.m. to 8.30 a.m.) of .566 inch. In the 12 hours from 9.30 a.m. yesterday to 9.30 last night, only .25 inch was recorded, the "heaviest" hour in this period being 11.30 a.m. to 12.30 p.m., when a tenth of an inch fell.

Kowloon reservoir is expected to reach overflow level by or before the end of this month.

### PIG WASH

Magistrate Advocates New Regulation

### TIME LIMIT

When a Chinese was charged with carrying pig wash during prohibited hours at the Kowloon Magistracy yesterday, Mr. T. S. Whyte-Smith, the Magistrate, said that although it was not his business, he thought it would be better for the department concerned to make some sort of regulation governing the landing of this obnoxious matter and also to alter the time of the boats leaving with pig wash from Hong Kong to 8.30 a.m. instead of 9 a.m. as is done at present.

### Woman Owns Up

The defendant in the case should have been a Chinese coolie, but when his name was called, a woman answered the summons. She said that she had employed the man to carry the pig wash for her. She admitted that the man was carrying it to her during prohibited hours, that was after 9 a.m., but neither she nor her employee was in any way to blame, because the boat carrying the pig wash had left Hong Kong at 9 a.m.

Inspector Hoare, prosecuting officer, said that it was customary for the boat to leave Hong Kong at 9 a.m. He also thought that it was usual for these boats to make two trips a day. If his presumption was correct, the boats making the second trip would not be in Kowloon well after 11 a.m.

### A Caution

The Magistrate said that he could not possibly enter a conviction. He thought that some sort of regulation should be made governing the landing of pig wash and also to set a time limit for boats to leave Hong Kong with such obnoxious matters.

His Worship, in discharging the woman with a caution, told her that she must not herself carry pig wash during prohibited hours nor allow her employees to do so. She should also tell her friends about it, and to bear in mind also that she would have to compromise in imposing a fine on those caught carrying pig wash during the middle of the day.

## CANTON ITEMS

What the Russians Said on Leaving

### RESENTED 'RED' ACTION

Canton. Yesterday, over twenty Russians left Canton by afternoon express for Hong Kong on July 25, carrying with them much baggage. In conversation with passengers on the train, they said that they resented the actions of the Communists and they were going home to suppress the "Red" calamity.

**Butchers' Rent Settlement**  
It will be recalled that some time ago when the Government passed a regulation for all pigs and cattle to be sent to the Government slaughter houses, the city butchers refused to abide by the regulation and went on strike. But the Government has been very firm on this matter and now the butchers have petitioned the Government for a settlement, pointing out that the principal reason for their objection to the slaughter houses was because of the insufficient space in them and their distance from the central part of the city. Three representatives were sent to the Government office yesterday to discuss matters with the officials, and according to the latest report, an early settlement of the trouble is anticipated.

**Fire at King Fa Fa**  
A fire at King Fa-street, which destroyed seven houses in the short space of two hours, took place at 1.30 p.m. yesterday. Although all the fire stations responded at once to the alarm, the fire had made good headway. One of the firemen, while on the roof fighting the fire, fell off and hurt himself very badly, and was rushed off to hospital. The narrowness of the street prevented the firemen from effectually putting the fire out. It is learned that the cause of the fire was due to the carelessness of a folk of the Yuet Woo Co., while lighting a stove.

**Central Bank Notes**  
The new notes of the Central Bank are at par in subsidiary coins. The old notes were quoted yesterday: selling at 9.65, buying 9.55.—Canton News Agency.

**New Council**  
Canton, Friday.  
The new Administrative Council, the highest executive authority in Kwangtung, will be sworn in tomorrow in Government House in Canton. General Chan Chai-tong, Commanding-in-Chief, has been requested by the National Government to preside over the function and witness the taking of the oath of office by General Chan Ming-shu (chairman), and eight other members of the Council.

General Chan Chai-tong inspected the troops in the city to-day at a parade of all forces under his command. After witnessing the inauguration of the new council, he is expected to leave soon for a trip to Nanking, via Hong Kong, on public business.—Nan Chung Kuo News Service.

**Yunnan Aeroplane**  
Canton, Friday.  
The Yunnan plane "The Golden Horse," whose departure was to have been on July 24, but was postponed on account of the Patriotic Procession, made its cross-country flight in the presence of the Chairman, General Chan Ming-shu, and other high officials. There were several hundred visitors at the Taihsiau aerodrome to see the plane off. The Government had entrusted mail matters for the plane to take to Shanghai, while the official paper, "Kwok Man Yat Po," put on board the last two days issues on the Sino-Russian matter. The Canton Aviation Bureau deputed two Army planes to accompany the Yunnan plane for part of the way.

"The Golden Horse" took off very smoothly and headed immediately for the North, but after reaching Yenan it turned back to Canton on account of engine trouble. Dr. Seagrave is a recognised authority on tropical maladies and diseases, having spent the greater part of his life combating them in India.

Mr. Wm. A. Brooks and family of Oklahoma City, around the world via the Dollar Line service. Mr. Brooks is prominent in business and sporting circles throughout Oklahoma.

Miss Dorothy Davis and Miss Ruth Kemmerer, of Princeton, N.J. These young ladies are past graduates of Wesleyan College for Girls in the States.

Mr. and Mrs. Charles D. Boynton of Shanghai, on a pleasure trip to Hong Kong. Mr. Boynton has been for many years connected with the American School in Shanghai.

The Greek authorities on July 2 handed over to the Yugoslav representatives the section of the railway line between Kenell and Bitolia (Monastir), in Macedonia.

Telegraphic information has been received that Mr. John Watson, Secretary of the Marine Engineers' Guild of China, will be visiting Hong Kong this week, arriving by the s.s. "President Grant" on Tuesday.

## THE "GRAF ZEPPELIN"

Japanese Naval Officer on Board

### TEST FLIGHTS AFTER FAILURE

Members of Nippin Embassy also to Have a Try

Friedrichshafen, Yesterday. A Japanese naval officer named Namasaki is among the 26 passengers aboard the German dirigible "Graf Zeppelin" which started its first test flight since its return, after the recent failure to fly to America (subsequent to a previous successful trip).

Another flight is planned for tomorrow when several members of the Japanese Embassy, including Captains Fujiyoshi and Nangaku, will be aboard.—Reuter.

## 18TH CRUISE

Arrival of "President Monroe"

### PROMINENT PASSENGER

The s.s. "President Monroe" Captain A. Ahman, in command, arrived in the harbour yesterday morning at daybreak on her eighteenth cruise around the world in the Dollar Line service. She brought with her a full complement of first class passengers, as well as a capacity load of freight and mail.

Prominent amongst the passengers are:

Mr. Robert L. Sullivan, Mr. Merle M. Clarke, Miss Mary McGonigal, and Miss Alma E. Groves, winners of the first National Flag Contest of the United States. These young men and ladies are victors over 250,000 competitors who took part in the contest and as reward of their victory they will enjoy a trip around the world as the guests of the Hearst newspaper interests, sponsors of the contest. They are accompanied by Mrs. Edwin C. Gregory, prominent Society matron of Salisbury, N.C., and daughter of

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**RED FRONT" LEADER**

Paris, Yesterday.

The Secretary of the Communist "Red Front" organisation has been arrested.—Reuter.

**SENATOR OVERMAN**

Miss Gertrude S. Caraway of New Bern, N.Y. and Mr. Floyd Williamson, of the Hearst newspaper of New York.

Mr. Fred H. French and family of Los Angeles, on a trip about the globe. Mr. French is the manager-owner of one of Los Angeles's largest wholesale stationary companies.

Mr. O. D. Martinez, Oriental operating manager of the Dollar Steamship Line on a combined business and pleasure trip to Hong Kong.

Mr. Gerald J. Barry, Jun., of Brookline, Mass. Mr. Barry is the travelling representative of the Fisk Rubber Co. and is on a tour of inspection of the Fisk Estates in the Straits Settlements and the Dutch East Indies.

Dr. Gordon Seagrave and family returned to Burma after an extended vacation to the States. Dr. Seagrave is a recognised authority on tropical maladies and diseases, having spent the greater part of his life combating them in India.

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Bolivia and Paraguay have agreed to a peaceful determination of their boundary line. The Inter-American Commission of Inquiry is to draw up a plan of settlement.

## POINCARE RESIGNS

Briand Mentioned as His Successor

### FRENCH CABINET CHANGE

Paris, Yesterday. The French Cabinet has resigned.

M. Poincare (the Premier) persisted in his determination to resign in spite

Canton, Yesterday.

The terms of the Indo-China and Sino-French Treaties, with the exception of the approved duties, were finally agreed upon between Dr. C. T. Wang (Foreign Minister) and Count Martel (French Minister) on July 25 at Shanghai, in a memorandum signed by both parties.

The Chinese forces at Sufienho (on the eastern boundary of Manchuria) are putting up three defence lines with the assistance of six gunboats on the Sufen River, while the Soviet troops are taking up their position at a point about six miles north of Sufienho. The situation here does not, however, warrant undue alarm.

The negotiations for the Sino-Persian Treaty again took place between the representatives of the two countries at the Foreign Office, Nanking, on July 25, the discussion being on the subject of the old treaty made in Peking, the terms of which are considered unsatisfactory.—Canton News Agency.

## CHINA'S TREATIES

Agreement With French Minister

### APPROVED DUTIES TO COME

Negotiation With Persia's Representative

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## SINO-SOVIET CRISIS

Frontier Vigilance Not Relaxed

### RUSSIAN TROOPS RETIRE

Mukden, Yesterday.

In spite of the frequent expressions by both China and Russia of the desire for peaceful settlement of the Chinese Eastern Railway issue, there is no change in the situation. The Chinese and Russian armies on the Russo-Manchurian frontier have not relaxed vigilance.

The Chinese forces at Sufienho (on the eastern boundary of Manchuria) are putting up three defence lines with the assistance of six gunboats on the Sufen River, while the Soviet troops are taking up their position at a point about six miles north of Sufienho. This draft treaty, "El Mokattam"

says, will comprise the following:—

The British High Commissioner in Egypt will become Ambassador and the Egyptian Minister in London will be raised to ambassadorial rank;

The Soudan Treaty of 1899 (under which the Soudan was to be administered jointly by Britain and Egypt) to be recognised;

Soudan debts to Egypt will be recognised;

A small portion of the Egyptian Army will return to the Soudan;

Britain will agree to the abolition of foreign capitulations and the transfer of the powers of Consular courts to mixed courts;

Britain will relinquish her claims for the protection of minorities;

Britain will support Egypt with force of arms in case of aggression against Egypt;

Egypt will, similarly, support Britain; and, lastly,

The British forces in Egypt will be transferred to the Suez Canal zone.

"El Mokattam" adds that the Labour Government of Britain will insist that such a Treaty should be ratified by a freely elected Egyptian Parliament.—Reuter.

"Not Fully Accurate."

London, Yesterday.

Reuter understands that the proposals in the Anglo-Egyptian Treaty, as abominated by "El Mokattam," are now being discussed by a Cabinet sub-committee and service department in London, though it is stated that "El Mokattam's" version is incomplete and not fully accurate,

and the proposals have not yet reached the Cabinet.

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